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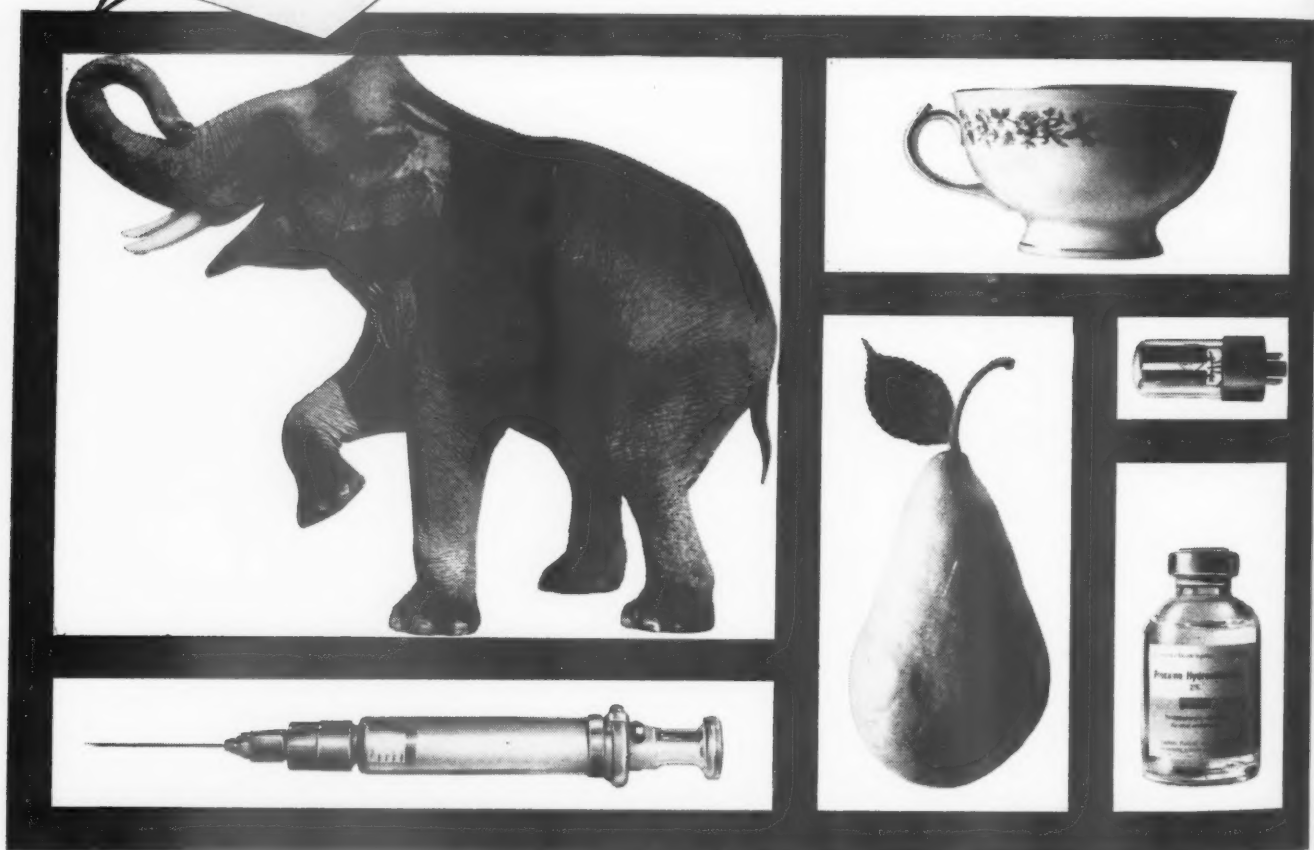
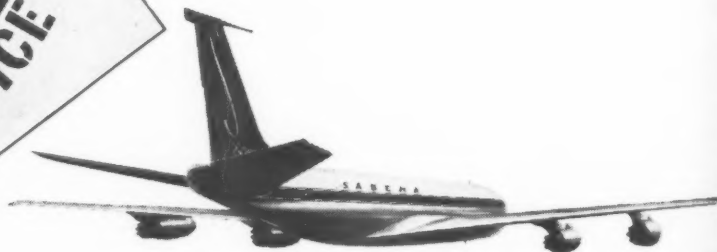
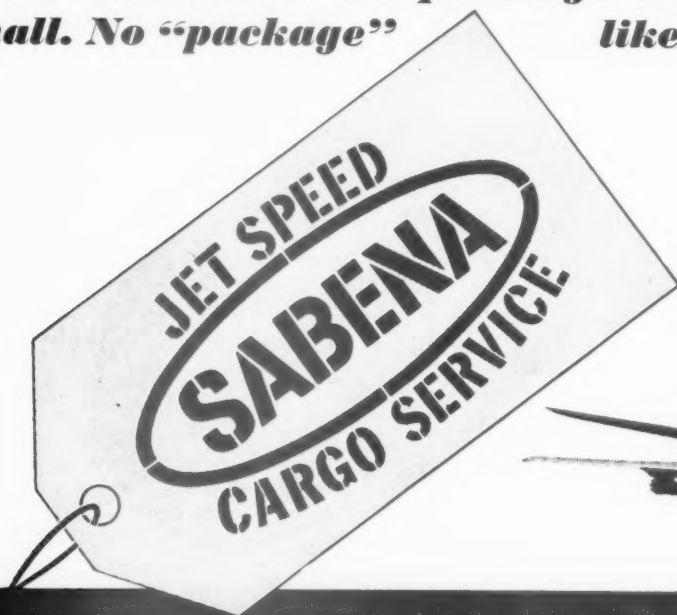
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MAY, 1961

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AIR CARGO

an American Aviation Publication

WALLACE I. LONGSTRETH
Editor

Donald J. Frederick
Mary L. Miller
Associate Editors

William H. Martin Art Director
Ed Guiley Asst. Art Director
Ed G. Arpan Editorial Consultant

RALPH R. THEILE
Director of Sales

Virgil Parker Production Manager
Ed Gray Advertising Service Manager
John N. Carlin Circulation Director
George F. Peterson

Circulation Service Manager

Edward Gibson Marketing Director
Carolyn DallaValle Production Assistant

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Address editorial, subscription and advertising correspondence to: Air Cargo, 1001 Vermont Ave., N.W., Washington 5, D.C.

REGIONAL OFFICES:

Chicago: 139 N. Clark St., Chicago 2, Illinois. Phone CEntral 6-5804. TWX, CG 4-4042.

Dallas: John L. Hathaway, 222 Wynne-wood Professional Bldg., Dallas 24, Tex. Phone WHitehall 3-4266.

Detroit: John Anderson, 412 Fisher Building, Detroit 2, Michigan. Phone TRinity 5-1555.

Los Angeles: George Votteler, 8929 Wilshire Blvd., Beverly Hills, California. Phone CLaender 5-9161. TWX, BV 7410.

Miami: Richard D. Hager, 208 Almeria Avenue, Coral Gables, Florida. Phone HHighland 4-8326.

New York: Robert M. Evans, 20 East 46th Street, New York 17, New York. Phone NYUlon 6-3900. TWX, NY 1-812.

Washington, D.C.: 1001 Vermont Ave., N.W., Washington 5, D.C. Phone STerling 3-8400. TWX, WA 1082.

Frankfurt: Friedrich Ebert Anlage 3, Joachim Weissig. Phone: 334810.

Geneva: Anthony Vandyk, European Director, 10 Rue Grenus, Geneva, Switzerland. Phone 321044. Cable Address: AMERAY GENEVA.

London: Norall & Hart, 28 Bruton Street, London, W.1., England. Phone Grosvenor 3354.

Paris: Jean-Marie Riche, 11 Rue Condorcet, Paris (9e), France. Phone TRU 15-39. Cable Address: NEWSAIR PARIS.

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Wayne W. Parrish,
President and Publisher

Leonard Eiserer,
Exec. V.P. and Gen. Mgr.

Fred S. Hunter,
V.P. and Editorial Director

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AIR CARGO is published monthly as a magazine and as an official guide of airline cargo schedules, a complete station directory for the United States and Canada, and corrected table of carrier acceptance of live animals and unusual shipments.

Every other month, in January, March, May, July, September, and November, AIR CARGO is published in two parts. Part II expands the guide features to include domestic and international air freight rates, documentary requirements for international shipments, and other air shipping information subject to infrequent change. Periodically a Part II is issued containing AIRIMP-CARGO.

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AIR CARGO MAY, 1961



515 feet long, this cargo terminal office building at Zurich connects with warehouse, storage and cargo-handling building to the rear.



Daily DC-8 service and all-cargo flights from New York take advantage of the jet age's fastest, most efficient transshipment handling.



Large door, all-cargo aircraft fly to Zurich, too! A key cargo hub, Zurich is served by 27 airlines flying to all parts of the world.



Terminal's facilities range from free trade zone areas to refrigerator rooms from guarded vaults to high speed conveyors.

Zurich's new all-cargo terminal: 120,000 square feet of facilities designed from the ground up for cargo. Here, transshipping takes minutes, not hours.

Zurich, in the heart of Europe, served by 27 airlines, took a giant step into the jet cargo age late last year with the opening of its new two-building cargo terminal. Key cargo gateway to Southern Europe, Mid-East and Orient, Zurich now offers you the world's most complete, most advanced cargo facilities.

Here you'll find high-speed conveyor systems to rush documents along... cold storage rooms offering a variety of temperatures... animal hostels... 9,000 square feet of free trade zone facilities... radiation storage rooms... guarded vaults. And here, to save valuable time, all forwarders, agents and airline offices are located under one roof, within easy reach of one another.

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TRENDS

Air Express service for San Juan will start this year. A survey team from the Air Services Department of REA Express scheduled a trip to Puerto Rico in April to examine facilities. If adequate facilities are available, the service will start July 1.

Use of the refrigerator at New York International Airport has been a big help to air freight operations of British Overseas Airways Corp. BOAC's ice-box has both deep freeze and cold storage capability which helps promote traffic moving into the Caribbean—particularly meat and vegetables. Flower traffic to the islands has also profited from the cold locker.

The British airline is planning on increased transatlantic air freight operations, and in September BOAC will open an air cargo terminal in Baltimore.

United Air Lines is testing a fibreglass container for the movement of air express between Los Angeles and Seattle. The container, the first of 10 ordered by REA Express, is 36-inches by 28-inches by 30-inches (high). The remaining nine will be 3" lower (27 inches high). The 27-inch height will permit the container to be carried in any aircraft flying scheduled U.S. services, except the Viscount. The box, developed by Charles W. Meldram of New York, is protected against pilferage with a wire-sealed cover.

As fast as the remaining nine containers are delivered, they will be parceled out to various routes to gain operating experience.

Use of an Argosy for routes in Canada is being studied by Maritime Central Airways. MCA is not ready to buy yet, but would consider leasing a plane for testing on some short to medium length trips where freight traffic is running high.

An increase from 7¢ to 8¢ an ounce for air mail is in the cards. Status of air parcel post, which is under a different law, is still an undecided issue.

Growth of air freight in the United States during 1961 will top estimates made early this year. Late first quarter results were much better than expected.

A cargo rate conference has been called for May 1 in Montreal for International Air Transport Association airlines operating between the U.S. and Europe. Lower rates seem a foregone conclusion. The issue is form. One group of airlines and the Civil Aeronautics Board want a structure similar to that in effect for the transpacific haul—general commodity rates with volume breaks and very few specific commodity rates. The other group favors a continuation of specific commodity rates, but lower. Watching the activities closely will be the air freight forwarders who feel they have as much at stake as either group.

Cancellation of the minimum rate orders is a distinct possibility despite opposition from much of the air freight industry. Observers on the Washington scene read "cancellation" in the statements of CAB Chairman Alan Boyd who says the Board has the power to stop runaway rates without the minimum rate orders.

Wings & Wheels—Yale Express Pool For Better Service

A one-day saving in delivery time has been promised for air freight shipments moving in a new service set up jointly by Wings and Wheels Express, Inc., and Yale Express System Inc.

Wings and Wheels, one of the larger air freight forwarders, and Yale, a motor carrier, freight forwarder and consolidator, will pool facilities to cut ground time, particularly in paperwork and pick up and delivery.

The Nationwide packing division of Yale, which consolidates shipments at 460 Twelfth Ave., New York City, will use its high-speed electronic tabulating and manifest printing equipment to produce simultaneously a consolidation manifest and a Wings and Wheels freight bill to eliminate delays at the airports of origin in the New York Metropolitan area. Through this arrangement more than 500 consolidation manifests and rated freight bills can be completed in 15 minutes. Thus the facilities of Nationwide can remain open until 8:30 p.m. to accept shipments which are to go by air from New York via W & W for next day delivery to the markets in the U.S. served by W & W.

Buttressing the activities in the New York Metropolitan area is the Yale shuttle service between 460 Twelfth Ave. and the New York City airports. The shuttle service will connect Yale and W & W as individual common carriers. Shipments moving over the lines of the two carriers will be rated and billed by each carrier, but will move at a much greater speed than formerly.

The shuttle service operates between the Yale terminal and the airports all day and all night. Eastbound shipments arriving at New York's airports will be transported within a matter of minutes to the Yale terminal for delivery in New England, and upstate New York the following morning. This same shuttle in the early morning, from the downtown terminal to the airports, will give quicker service to consignees in the 38 markets served by W & W outside of the Northeast. Daytime jets and turboprops can be used out of New York to provide afternoon delivery at destination.

Still another arrangement ties into the cooperative package developed by

Edward L. Richter, president of W & W, and Gerald W. Eskow, president of Yale. The 1100 pickup and delivery trucks (many radio equipped) in the New York, Boston, Philadelphia, and Baltimore and Washington areas used by Yale will be made available to pick up or deliver air freight for Wings and Wheels. In these five cities, W & W also operates radio controlled PU&D vehicles. With the addition of Yale's equipment, shippers and consignees in these major areas of the eastern seaboard will be served by one of the largest fleets of pickup and delivery trucks available for air freight.

Both Richter and Eskow saw a new standard of service developing from the arrangements between their companies. Both companies have modern communications networks. Yale employs a vast leased telephone system. W & W operates a coast-to-coast private wire leased from AT&T. The communications facilities of either company will be available for tracing or for giving shipping advice.

CAP-UAL Merger Clears Last CAB Hurdle

Formal approval of the Capital Airlines-United Air Lines merger by Civil Aeronautics Board makes United the largest domestic airline in the U.S.

The Board was far from enthusiastic in approving the union. The simple fact is that no alternatives presented themselves.

The Board was therefore faced with the spectre of a bankrupt Capital which would unleash a bevy of fresh complications. In the Board's own words: "Whatever may be the conceptual niceties of the situation, and the doctrinal demands inherent in certain arguments of the intervenors, the plain truth is that this Board will not sit idly by and allow our fifth largest domestic trunkline route system to run the risk of disintegration while possible but highly uncertain remedies are being explored. Notwithstanding the manifest implications of the merger in terms of maintaining a balanced route structure, we find that the public interest in preventing a collapse of the Capital system outweighs whatever disadvantages may inhere in the merger."

As outlined in the Board's earlier tentative decision, certain conditions covering rate making, accounting and labor protective clauses and some flight restrictions were imposed on UAL.

The flight restrictions will prevent UAL from providing: (1) service to Harrisburg, Pa., on Route 51 (Capital's old route); (2) service between Philadelphia and Pittsburgh, Pa. except on flights originating or terminating at Omaha or a point west; and (3) single plane service between Buffalo and Detroit.

Now that the Board has issued its final order approving the merger, the transition to merged operations should move swiftly and smoothly. Officials of the two carriers, anticipating the Board's approval, have been working for months on the necessary ground-work.

Meetings of supervisors have already been held and virtually all these key personnel know their new assignments. As a result, the merged carrier is expected to publish official schedules by June 1.

Court Backs CAB On Air-Truck Issue

A Civil Aeronautics Board ruling which permits the Flying Tiger Line to serve Philadelphia via the Newark Airport has received legal backing from the U.S. Circuit Court of Appeals for the District of Columbia. In reaching its decision, the court went along with the theory that service through the airport nearest a city is not required, nor is it necessary that the city's own airport be used.

The legal hassle which prompted the Court's decision was touched off by Philadelphia after a November 1959 CAB ruling which authorized The Flying Tiger Line to serve Philadelphia by truck through Newark Airport.

Harking back to that decision, the Court noted that the Board had adequately and correctly disposed of the air truck issue by ruling "... our finding goes no further than that Flying Tiger Line's proposed service will constitute air transportation and that in rendering service through the airports proposed FTL will be fulfilling its obligations under its certificate ...

Cargo Jet Contract Awarded To Lockheed

The optimum cargo jet required by the Air Force will be built by the Lockheed Aircraft Corp.'s Georgia division. Selection of Lockheed was announced by the White House.

The Defense Department said the program called for purchase of more than 100 aircraft with development



ARTIST'S CONCEPT of the CX-1 optimum cargo jet designed by Lockheed for the Air Force.

and production cost to total about \$1 billion.

The program is budgeted for \$30 million in Fiscal 1961 and the Fiscal 1962 budget request calls for \$98 million.

The first operational aircraft is expected in Fiscal 1965.

Lockheed says the plane, designated CX-1, will be capable of flying 80,000 pounds of cargo 3400 miles—or 20,000 pounds nonstop from California to Japan, 6325 miles.

Ward's Fashion Lift Supplies So. Central Region

Womens' sportswear fashions manufactured for Montgomery Ward in New York City are only a night away from the firm's major distribution points in Denver, Ft. Worth, and Kansas City, thanks to a special air-fashion service.

From these three key points, the fashions find their way to Ward retail stores as far away as Grand Junction, Colo., and Albuquerque, N. Mex.

Planning paid off. Under a pre-determined arrangement, the New York manufacturer delivers the merchandise which is marked for a particular store in the south central region to Ward's air freight assembly point in mid-Manhattan.

The merchandise is assembled according to groupings of stores serviced by each distribution point. It is then combined into large bulk shipments for each center.

The assembled shipment is delivered to the airline terminals by truck and flown the same day to Denver by United Air Lines, to Ft. Worth by American Airlines, and to Kansas City by Trans World Airlines.

The air shipments are then picked up at the airport by a Ward's truck and rushed to the distribution center.

There the shipment is reloaded onto the firm's trucks and taken to the individual stores.

Fashions are perishable commodities. This teamwork between the manufacturer, Ward and the airlines has been getting the sportswear to retail stores as much as a week earlier than before.

The program has proved so successful that expansion beyond Ward's south central region is assured. It is anticipated that additional fashion merchandise will also be added to the air lift.

Robert B. Malone, Ward's assistant general traffic manager is an enthusiastic backer of the air-fashion service. Says Malone: "Besides bringing the latest fashions to our stores almost as soon as they are available at the manu-

facturers, we will maintain a lower level of inventory in stores because of the speed of replenishment we now have. In addition, we will get quicker indications of the acceptance of particular style trends."

REA Air Services Made Into One Department

A new air services department to coordinate and centralize the management and development of REA Express' domestic and international air cargo services has been organized.

The new department, headed by Emil Seerup, vice president-air services will be responsible for:

Air express service;

International air cargo, originating anywhere in the nation and handled by REA as an International Air Transport Association air cargo sales agent;

Local pickup and delivery or air freight shipments under cartage contract with Air Cargo, Inc.;

Customs House brokerage work and documentation on any international air cargo shipment moving through 17 U.S. gateways;

Coordinating through air freight and surface express, linking all domestic airport and non-airport points under airline-REA interchange agreements;

Coordinating through international air cargo and domestic surface express for import and export shipments moving to and from all domestic and worldwide points under international airline-REA interchange agreements.

Commented REA president William B. Johnson: "REA's continued drive for greater coordination, integration

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AIR CARGO

MAY, 1961



Right down Alitalia's alley... with ALL-CARGO Flights!

Every Wednesday at Midnight, every Saturday at 7:00 PM, an Alitalia All-Cargo DC-7F leaves New York. Flights from U.S. interior cities connect with Alitalia's Saturday departure and provide Monday morning deliveries. With a 32,000 lb. (5,000 cubic foot) capacity, Alitalia's DC-7F is the most modern All-Cargo plane in Intercontinental service. The latest in cargo equipment—pressurization and temperature control for livestock and perishables... largest doors (78½" x 124"). Also daily Alitalia Jet Cargo flights.

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and use of all air and surface transport modes increasingly will benefit the public in terms of savings in time and money, particularly in the small shipments area."

Quickly backing Johnson's words with concrete action, REA submitted plans to CAB for the flying of surface express shipments to and from Alaska. REA figures to reduce transport time by as much as a week on surface express shipments to and from points throughout Alaska. Discarding steamship service via Seattle, REA will fly express shipments to and from Alaskan points, with no change in the through rates which were previously charged for surface service.

Monitor Boosts Circulation With Air Distribution

By cutting distribution time through the use of air freight, United Air Lines reports that the *Christian Science Monitor* has scored a 40% gain in midwest circulation since November 1.

United is flying 70,000 copies of the paper per day from Boston to Cleveland, Chicago and Omaha. At these key points, the papers are turned over to local post offices for mail delivery throughout the Midwest. As a result, the *Monitor's* subscribers are now receiving their papers a day earlier than before.

To accommodate the traffic, United has been using "Air Pac" containers. Each of the units can hold about 1000 pounds of newspapers.

Eastbound Directional Rate Introduced By TWA

Rate reductions on a number of items manufactured in California and destined for cities in the east have been announced by Trans World Airlines.

Some of the eastbound directional rates reduce by as much as 40% the tariff on items such as processed foodstuffs, paints and hardware.

Other substantial cuts ranging up to 20% will apply on such commodities as machines, machine parts, electrical appliances, film and printed matter.

According to S. C. Dunlap, TWA's vp. cargo sales and market development, the rates are "geared to stimulate a market that we can serve even better when we begin using jet cargo airfreighters. The rates are another major step in TWA's program for air cargo market development."

New rates are competitive with those filed by other transcontinental carriers.

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Rates Hold Stage At Annual AFFA Dinner

The rate question was aired freely at this year's annual AFFA dinner, with the emphasis on the North Atlantic.

By DONALD J. FREDERICK

AIR FREIGHT RATES commanded the most attention at the fourth and best attended annual dinner meeting of the Air Freight Forwarders Association. The current rate situation was on everyone's mind. It was reflected in the speeches of the after dinner speakers. It was a constant source of conversation at the informal reception before dinner.

Keynoter, Louis P. Haffer, executive vice president and counsel of the Association, lost no time in tackling the rate problem. He termed the existing rates in many foreign and domestic areas "rusty and archaic."

Haffer emphasized volume, volume movements and volume spreads.

Measuring with this volume yardstick, Haffer concluded that the international rate picture looked bright.

"The situation for the future," he said, "now looks somewhat promising in international air transportation where the Board's recent policy pronouncement on general commodity spreads and very limited specific commodities will, we are certain, reflect a great move forward."

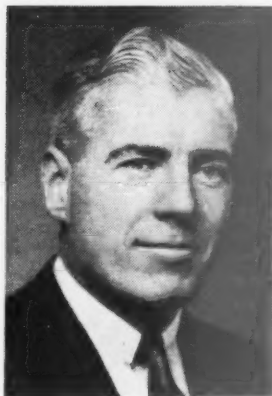
By the same token, Haffer was not happy about the domestic situation. He charged that recent tariff changes

HEAD TABLE and part of the record turn out in the Waldorf's Sert Room.



ABOVE, Senator Robert Bartlett (D-Alaska) received the forwarder's annual Legislative Man of the Year Award.

BELOW, John H. Mahoney, senior v.p. sales, Seaboard & Western Airlines was tapped for Air Cargo Man of the Year Honors.



"indicate in many respects a regression, an unawareness of the need for continuing profitable spreads for the forwarders so that they can afford to go out and sell the freight. This whole problem is bound up with the minimum rate order, and since our gathering tonight is neither a formal Board hearing nor oral argument it might be amiss for me to go beyond this."

Haffer struck a theme of confidence while discussing the future of the air freight forwarding industry.

His optimism stemmed from four principal sources:

- an increased concentration on freight by the airlines;
- the acceptance by industry of the air freight concept;
- the improvement in the regulatory attitude;
- the maturity of the forwarder.

To consolidate these gains and keep the industry moving, Haffer suggested a modernization of the tools with which the forwarder must work. High on his list was permanent certification.

"The forwarder," he warned, "will need outside financing whether through loans or public offerings—and without permanent certificated status, financing

on general competitive terms is not easy to come by."

Other points urged by Haffer included: a loosening of the so-called 25 mile rule-of-thumb which would give the forwarder more flexibility in providing pick-up and delivery service; a common tariff filing; a self-enforcement program within the Association complete with sanctions; and a standard form of air shipping documentation.

Guest speaker Alan S. Boyd, Chairman of the Civil Aeronautics Board, brought the audience's attention back to rate problems. Boyd who has gained a reputation in Washington for facing issues squarely, did not disappoint the forwarders. He clearly outlined the Board's view of the North Atlantic rate situation.

As expressed by Boyd, CAB believes that a number of reasonably spaced breakpoints at appropriate discounts should be agreed to within a framework stretching from 45 kilograms to 10,000 kilograms. Said Boyd: "This would seem to call for a general commodity rate structure with spreads in rates adequate to accomplish generation of the greatly increased volume of cargo necessary to sustain all cargo

service and jet service. No mean task."

The CAB chairman assigned a subsidiary role to specific commodity rates. As he sees it, the emphasis must be on the general structure, "because it attracts bulk on a fair, economical and non preferential basis. The specific commodity rate agreed upon must not destroy the general structures and must represent the far lesser percentage of the total volume if it is not to destroy that structure by presenting too many opportunities for evasion of proper rates."

Boyd cautioned that the Board would not stand idle in the event of an uneconomical rate war. "We are," he said, "not unprepared to act with dispatch in special circumstances such as a rate war . . . The Board will move to correct inequities and it will move fast. I trust that all carriers will keep this in mind before bringing about a bad situation which it will be beyond their powers to remedy, and which can only result in governmental action in this and other countries."

The Association's president, Thomas D. Griffin, stressed the slogan "partners in progress" during his remarks. As Griffin saw it, the air freight industry was moving into a new era with cargo capacity at a new high and still growing. This space challenge could be met by the airlines and forwarders working to solve common problems as "partners in progress."

Griffin called attention to two major gains scored by the Association in the past year.

1. The addition of three new members, which means that the 19 members of the Association are now moving close to 80% of the total tonnage handled by the air forwarding industry.
2. The establishment of regional representation in the Mid West and on the Pacific Coast.

The forwarders chose John H. Mahoney, senior vice president-sales of Seaboard & Western Airlines, air cargo man of the year.

Mahoney was picked for the award in view of his support of the volume rate principle and for his recognition of the forwarder as a partner in progress.

Senator Robert Bartlett (D-Alaska) received the forwarders' legislative man of the year award. In accepting the handsome plaque, Bartlett hailed the forwarders for making a substantial contribution to the air freight industry.

Stressing the importance of the air freight forwarder to Alaska, Bartlett predicted that air freight would grow geometrically to new highs in his state. ■



Authorized Air Freight Forwarders

AS AIR FREIGHT moves into the realm of big business, the importance of air freight forwarding takes on increased significance. In the following list are the old, new, big, little, active and inactive firms holding authorization from the Civil Aeronautics Board to serve the public as air freight forwarders. The authorization may be for domestic or international traffic, or both. The list was effective January 1, 1961.

Rules governing air forwarding activity are contained in the Economic Regulations of the Civil Aeronautics Board, Parts 296 and 297. Until recently, forwarder authorization was easy to acquire. No showing of public need was required. But in a change of pace, the Board decided to examine the motives of the last group of applicants.

As a result of this scrutiny, the Board found "that air freight forwarding is best promoted by enterprises whose prime economic activity is that of freight forwarding." Accordingly, the CAB issued a show cause order to deny the pending applications of ABCO Moving and Storage Corp., Ace R.B. Van Lines, Allied Van Lines, Bader Bros., Chicago Avenue Transfer, Engle Brothers, Pyramid Van Lines, Security Storage & Van Company, Stark Van Lines, Henry H. Stevens, Trans-American Van Lines, and B. Von Paris & Sons—all interstate motor common carriers.

Name	Effective Date of Operating Authority		Name	Effective Date of Operating Authority	
	International	Domestic		International	Domestic
Abbott Air Freight Co., Inc. Samuel Shapiro, Pres. 749 Boston Post Road Milford, Conn.		3/ 3/58	Alas Ibero Americanas, Inc. Luis R. Gazitua, Pres. 744 Biscayne Blvd. Miami, Fla.	6/15/55	
ABC Air Freight Co., Inc. Arthur J. Brown, Pres. 467 10th Ave. New York 18, N. Y.	2/ 4/54	6/25/49	Allied Air Freight, Inc. Robert Seitel, Pres. 428 9th Ave. New York 1, N. Y.	4/13/51	1/30/50
Acme Air Cargo, Inc. Geo. H. Ropes, Pres. 2 Lafayette St. New York 7, N. Y.	11/11/50	10/11/51	All-Airtransport, Inc. Hans E. Hachbur, Pres. 17 Battery Place New York 4, N. Y.	10/13/56	
Air Cargo Consolidators, Inc. Charles L. Gallo, Pres. 750 Third Ave New York 17, N. Y.	4/ 2/55	4/ 2/55	Amerford International Corp. d/b/a Amerford Air Cargo Hector Garcia, Pres. 27 Spruce St. New York 38, N. Y.	6/13/60	
Airborne Freight Corp. J. D. McPherson, Pres. International Airport San Francisco, Calif.	1/14/53	11/15/48	American Express Co. Howard L. Clark, Pres. 65 Broadway New York 6, N. Y.	9/ 1/60	
William J. Brosnahan & Charles A. Dasey d/b/a Air Cargo Transport Logan International Airport East Boston 29, Mass		1/16/56	Anderson Express, Ltd. Gerald Sammartino, Pres. Cargo Service Bldg. 80 New York Int'l Airport Jamaica 30, N. Y.	2/ 8/57	
Air Dispatch, Inc. M. H. Brandon, Pres. 607 McCall Bldg. P. O. Box 175 Memphis 1, Tenn.		11/12/56	Irving Baum & Irving Bethel d/b/a Arista Shipping Co. 125 Broad St. New York 4, N. Y.	8/ 1/52	
Air Cargo Division of Frederic Henjes, Jr., Inc. August W. Messing, Pres. 18 Pearl St. New York 4, N. Y.	11/ 1/56		Associated Air Freight, Inc. Harold Freeman, Pres. 1616 2nd Ave. New York 36, N. Y.	9/ 5/58	9/ 5/58
Air Express International Corp. Alvin B. Beck, Pres. 90 Broad St. New York 4, N. Y.	2/ 5/51	6/ 2/49	Barnett Air cargo, Inc. Norman Barnett, Pres. 543 W. 43rd St. New York 36, N. Y.	6/ 6/57	
Airfreight Service Corp. Frederick W. Shinn, Pres. Room 222, Cargo Bldg. 80 New York International Airport Jamaica 30, N. Y.		6/15/59	Barnett International Air Freight Corp. Alan Barnett, Pres. 543 W. 43rd St. New York 36, N. Y.	9/26/56	
Air Lanes Service, Inc. Ralph L. Olsen, Pres. 14805 Detroit Ave. Cleveland 7, Ohio		7/ 8/49	Peter A. Bernacki, Inc. Peter A. Bernacki, Pres. 222 Spring Garden St. Philadelphia 23, Pa.	5/15/52	11/15/48
Air-Land Freight Consolidators, Inc. Arthur J. Fritz, Pres. 226 Jackson St. San Francisco, Calif		3/19/50	Bor-Air Freight Co., Inc. Bernard Bohrer, Pres. 307 W. 36th St. New York 18, N. Y.	8/14/59	1/ 4/53
Air-Sea Forwarders, Inc. Erwin Reutenberg, Pres. 406 S. Main St. Los Angeles 13, Calif.	4/15/54	2/16/56	W. J. Byrnes & Co. of New York, Inc. W. J. Byrnes, Pres. 95 Broad St. New York 4, N. Y.	11/11/49	
Airways Parcel Post International, Inc. Morris Shapiro, Pres. Newark Airport Newark, N. J.	1/10/58	4/27/53	Harry Kaufman d/b/a Caribbean & West Indies Express Co. 117 N.E. First Ave. Miami 32, Fla.	11/26/56	

Effective Date of
Operating Authority
International Domestic

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51 1/30/50

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2/ 8/57

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6/ 6/57

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52 11/15/48

59 1/ 4/53

11/11/49

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AIR CARGO

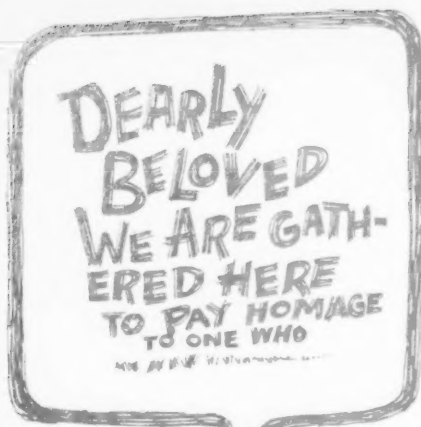
Name	Effective Date of Operating Authority	
	International	Domestic
Benjamin H. Walder & Ruben Konlon d/b/a Chicagoland Air Freight 1325 W. Randolph St. Chicago 7, Ill.		4/30/54
City Message of Hollywood d/b/a City Messenger Air Express and/or C.M.A.X. Sidney B. Fullman, Pres. 330 South Alameda St. Los Angeles 13, Calif.		5/22/54
Harry L. Whitaker d/b/a Cloud Lane P. O. Box 1431 Fort Worth, Tex.		4/18/49
Los Angeles Consolidators & Trucking Co. Mrs. E. J. Armfelt, Pres. d/b/a Domestic Air Express P. O. Box 2611 Terminal Annex Los Angeles 54, Calif.		4/ 5/49
Dorf International, Ltd. Vincent Valvo, Pres. 85 Broad St. New York 4, N. Y.	11/17/52	
Frank P. Dow Co., Inc. W. D. White, Pres. Olympic National Bldg. Seattle 4, Wash.	10/13/55	
Emery Air Freight Corp. John C. Emery, Pres. 801 2nd Ave. New York 17, N. Y.	12/20/53	11/ 1/48
Empire Foreign Air Forwarders, Inc. Allen D. Gould, Pres. 117 Liberty St. New York 6, N. Y.	8/28/54	
Express Forwarding and Storage Co., Inc. d/b/a Aero Transport Division Lawrence Barnett, Pres. 17 State St. New York 4, N. Y.	11/ 4/57	
Flete International Corp. Edward J. Raphael, Pres. 99 Beekman St. New York 38, N.Y.	8/ 6/53	
Flying Cargo Irving Goodson, Pres. 140 Cedar St. New York 6, N. Y.	8/31/50	
Foreign Shipping Service Co., Inc. John Synodis, Pres. 8-10 Bridge St. New York 4, N. Y.	5/31/60	
4-A Air Freight Corp. Raymond M. Kimberlin, Pres. 5719 N. Central Ave. Chicago 46, Ill.	7/ 2/53	

MAY, 1961

Name	Effective Date of Operating Authority	
	International	Domestic
Freedman & Slater, Inc. William I. Freedman, Pres 8 Bridge St. New York 4, N. Y.	12/ 6/54	
General Air Freight, Inc. Robert W. Hopes, Pres. Cargo Operations Bldg. New York, Int'l Airport New York, N. Y.	9/ 4/53	
Gilbert Air Transport Corp. Milton A. Gilbert, Pres. 645 W. 40th St. New York, N. Y.	10/18/53	
Hawaiian Freight Forwarders, Ltd. d/b/a Global Air Cargo Robert L. Koch, Pres. 1212 W. 2nd St. Los Angeles 26, Calif.	2/ 2/56	12/27/50
Globe Shipping Co. Inc. Alfred Burin, Pres. 11 Broadway New York 4, N. Y.	2/ 7/58	
Hensel, Bruckmann & Lorbacher, Inc. Walter Schaaf, Pres. 6 State St. New York 4, N. Y.	2/19/53	
Hop Air-Freight Forwarder, Inc. Julius J. Mandelbaum, Pres. 236 W. 26th St. New York 1, N. Y.	1/20/56	
Imperial Air Freight Service, Inc. David Schlanger, Pres. Newark Airport, Bldg. 50 New York, N. Y.	5/15/59	5/15/59
Inter-Maritime Forwarding Co., Inc. Charles Dalldorf, Pres. 56 Beaver St. New York 4, N. Y.	1/15/55	
Fred Van Dover d/b/a International Air Freight Co. 27 Spruce St. New York 38, N. Y.	3/12/58	
W. E. Robb d/b/a International - Sky Traders 426 South Spring St. Suite 409 Los Angeles 13, Calif.	8/16/59	
Intra-Mar Shipping Corp. Ernest R. Binder, Pres. 42 Stone St. New York 4, N. Y.	6/ 3/53	
Jet Transportation, Inc. d/b/a Jet Air Freight Julius Wagner, Pres. 1850 W. Slauson Ave. Los Angeles, Calif.	8/ 8/60	2/24/60
National Air Freight Forwarding Corp. C. C. Collins, Pres. 63 Vesey St. New York 7, N. Y.	11/16/53	6/12/56

Name	Effective Date of Operating Authority	
	International	Domestic
New England Air Lift, Inc. Francis F. Rogers, Pres. 117 State St. Boston 9, Mass.		4/15/60
H. G. Ollendorff, Inc. Hans G. Ollendorff, Pres. 231-235 E. 55th St. New York 22, N. Y.		6/18/56
Pacific Air Freight, Inc. Philip R. Gruger, Pres. 72 Marion St. Seattle 4, Wash.	7/ 2/53	3/24/50
Pan-Maritime Cargo Service, Inc. Morton Barutman, Pres. 232 Water St. New York 38, N. Y.	3/31/51	
Robert L. Waggoner d/b/a International Customs Service 354 S. Spring St. Room 324 Los Angeles 13, Calif.		9/16/60
Shulman, Inc. Benjamin Shulman, Pres. 20th St. & Washington Ave. Philadelphia 45, Pa.		9/ 8/53
J. D. Smith Inter-Ocean, Inc. Alfred R. Guttman, Pres. 50 Broadway New York 4, N. Y.	11/ 7/54	
Stern, Henry Air Corp. Samuel Stern, Pres. 44 Whitehall St. New York 4, N. Y.	1/ 3/58	
Trans-Air System, Inc. Ted Arishon, Pres. 51 Hudson St. New York 13, N. Y.	11/27/58	
Universal Air-Freight Corp. M. Forgash, Pres. 345 Hudson St. New York 14, N. Y.	1/20/53	
United Parcel Service Co. J. Robert Peterson, V. P. 331 E. 38th St. New York 16, N. Y.		6/29/53
Westcoast Air Freight Co., Inc. Morton N. Hahn, Pres. 1828 Conway Pl. Los Angeles 21, Calif		1/20/58
Western Transportation Co., Inc. A. Meyers, Pres. d/b/a W.T.C. Air Freight 1440 E. Fifth St. Los Angeles 33, Calif.		1/17/55

(Authorized Air Freight Forwarder
list is continued on page 25).



A solemn requiem for the dead is about to begin for International Air Transport Association Cargo Sales Agents. Soon we may hear the last words of comfort, "Rest in Peace," uttered over the sad remains of what formerly represented the mainstay of the direct international air carriers' cargo traffic.

THE IATA CARGO Sales Agent as a direct representative of the airlines is dying from sheer neglect and disregard. Unless some recognition of his plight is made and immediate action taken, the airlines will lose a valuable sales and service arm forever.

The agent in foreign freight forwarding has been an indispensable specialist from time immemorial, occupying a unique position between the carrier and the shipper. The agent's responsibilities cover the resolution of problems or situations arising from the complexities of international trade—such as meeting the terms and conditions of involved letters of credit for both large and small shippers, drawbacks, banking of documents, packing and marking, warehousing, and the thousand and one other items which frustrate potential exporters or importers and serve to isolate them from the world of international commerce.

In many instances today, the IATA Cargo Sales Agent is primarily an ocean freight forwarder processing tons and tons of surface cargo for overseas destinations in comparison to pounds of air cargo. For that matter, the airlines have never tapped the potential existing among the cargo sales agents. The simple reason is that as a foreign freight specialist expediting ocean cargo, the agent's revenue yield per bill of lading is much higher than when he moves shipments by air.

It is well known throughout the maritime industry that a good forwarder will earn \$15.00 and up per ocean bill of lading, even on a minimum shipment. On a minimum bill of lading via air the yield is 40¢, plus possibly a handling charge of \$1 or \$2. Often there is no handling charge at all because of competition, not only from other sales agents but also from direct air carriers. Some direct air carriers will perform export declaration and other work at no charge.

The agent is not even safe from his own principal in the case of pick up charges on which there might be a small profit since many carriers have established city cargo terminals with

ridiculously low rates for the transfer of cargo to airports. Thus, some carriers have a subsidized operation competing with their own agents.

The Cargo Sales Agent's commission was established some twenty years ago. In the meantime, the salary and operating costs of the agent have increased considerably as have everybody else's in business, including the direct air carriers. The only change in compensation has been a lowering of the yield on a per shipment basis.

For example, the ill-advised experimental rates established by the IATA airlines on the North Atlantic early in 1960, designed to produce so-called new traffic, served only to reduce the yield for the direct air carrier on traffic already being carried at higher rates. These rates cut the agent's commission by about 50%.

The agent's compensation problem is one for the American Flag airlines to solve. We can understand why some non-U.S. flag carriers are reluctant to increase the commission rate of IATA agents. These carriers operate predominantly in areas where salaries are much less than those paid in the U.S. Thus, an overseas IATA Cargo Sales Agent might well be considered to be adequately compensated. Unfortunately, the American Flag carriers are caught in a squeeze on salaries and operating costs along with the IATA sales agents in the U.S.

Although an American Flag carrier operates overseas and pays the going rate on ground salaries along with his foreign competitors, the U.S. Flag carrier's costs are higher because the bulk of its administrative and operating costs are at American levels.

Still, the American Flag carrier needs to find an answer to the question of compensating an agent on an adequate basis. Otherwise, the airline will have to extend its facilities which will cost a good deal more than the facilities provided by the agent.

If the direct carriers do not find the answer, the air freight forwarders will.

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AIR CARGO



If it can't fly there by itself—ship it on Braniff

Ship via Braniff at brisk Super Jet speeds. Save time. Save money by reducing inventories and packaging costs. Braniff Super Jets: New York to Miami (via Braniff-Eastern Interchange), thru-jet service to Panama, Bogotá, Lima, Buenos Aires, Sao Paulo, Rio. Also, Super Jets from New York to Dallas and San Antonio; and from Chicago to Dallas and San Antonio (and back, of course).

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Work, Reg. U

Now one phone call can put you in business abroad!

The Most Complete Marketing Service Ever Developed

TO MAKE OVERSEAS BUSINESS EASY,
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TO HELP CARGO AGENTS AND FREIGHT
FORWARDERS EXPAND THEIR SERVICE
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WORLD-WIDE

Information

Current, valuable, authoritative
information on 114 world trade
centers in 80 foreign lands!

Pan Am gets you marketing facts
economic conditions, tariffs, cus-
toms, currency. Plus special informa-
tion needed for your product.

Pan Am can help find markets for
your products—and products for markets!
No distributors, buyers, bankers
overseas.

Pan Am advises you all the way on
freight, rates, insurance, routes,
customs. Our representatives are
specialists at solving problems.

Pan Am keeps you on top of the
market—with "Horizons," monthly
Pan Am Cargo magazine that brings
you "inside" information on new
developments, opportunities overseas.

WORLD-WIDE

Transportation

More flights direct to more major
markets by the world's largest,
fastest overseas air cargo fleet!

• Now, fastest delivery overseas from
anywhere in U.S.! Direct service
from 15 international gateways in the
U.S., plus faster new ground proce-
dures, cut delivery time by hours!

• Now, simplified documentation—
from one source—zips shipments from
loading dock to plane to consignee.
Works with world's largest interna-
tional truck-air system to slash trans-
fers, handling, red tape.

• Now, more space, more speed—with
the world's fastest all-cargo planes,
world's largest over-ocean Jet fleet.

• Now, rates lower than ever! In many
cases distribution now costs less by
Pan Am than by surface.

WORLD-WIDE

Representation

More American and English-speaking
personnel to represent you
and your product in foreign lands!

• In effect, you get 114 world-wide
offices—at no extra charge! Ship by
Clipper Cargo and your product gets
the individual attention it deserves,
gets to market the way you want.

• American viewpoint on the spot!
Pan Am personnel are trained to
American business methods (and
ways of local market). Your product
gets through customs fast!

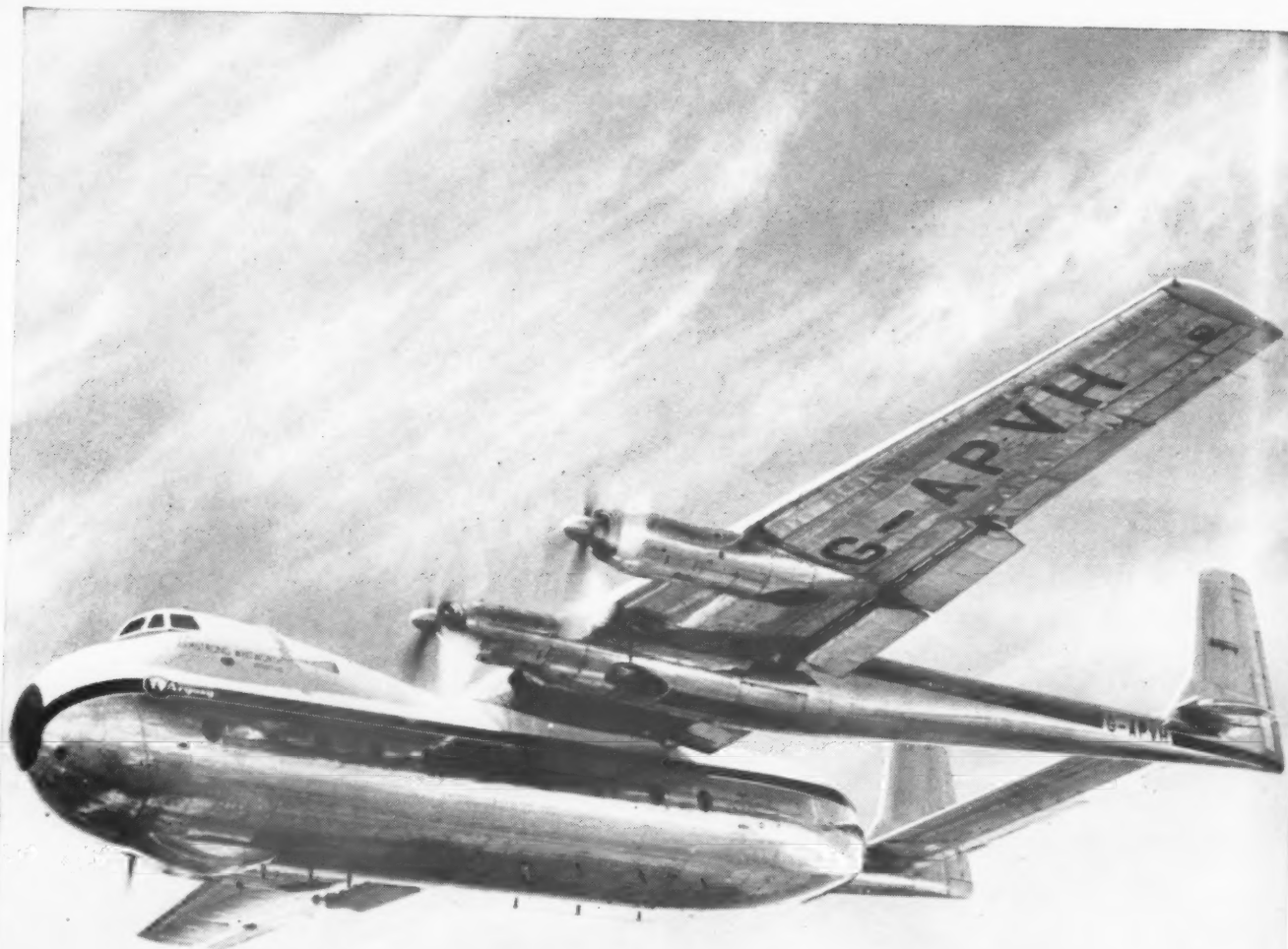
• World-wide contact service! Inte-
grated sales/service takes hitches out
of marketing around the world!

• World-wide follow-through! Pan
Am's cargo control system, capacity,
uniform procedures make world's
fastest delivery also world's surest!

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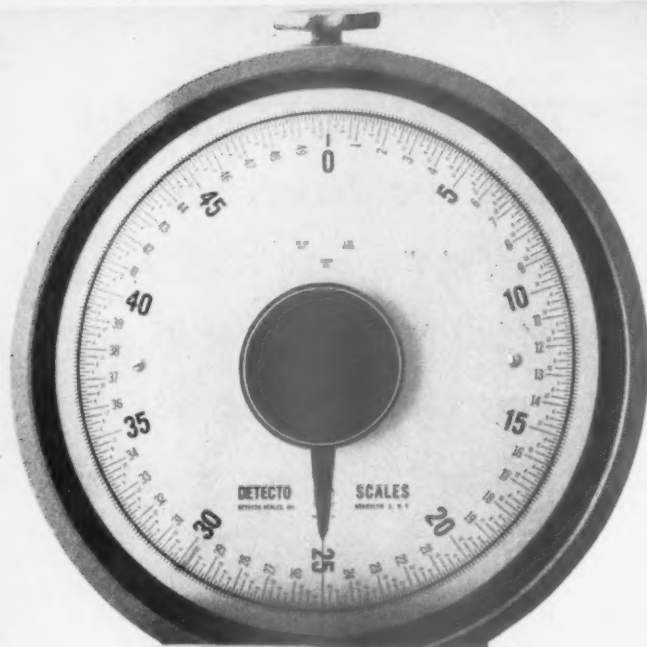
THE ALL-NEW, ALL-FREIGHT, JET-AGE CL-44
Built exclusively for Cargo...Yours exclusively on
SW Seaboard & Western, the air shippers' airline to and from Europe...and beyond, will soon be flying jet-prop CL-44's. Its unique swing-tail section reduces handling and accommodates large single pieces up to 85 feet long by 11 feet wide by 6¾ feet high. Exclusively built for airfreight, Seaboard & Western's new fleet of CL-44's can solve your most difficult shipping problems with jet-age speed, efficiency and economy—bringing you faster handling of shipments at lower overall costs. Seaboard & Western offers regular flight schedules to and from Europe's major markets: IRELAND•HOLLAND•UNITED KINGDOM SWITZERLAND•FRANCE•BELGIUM•GERMANY and beyond.



Call your local air cargo sales agent, airfreight forwarder or nearest SW airfreight office.



SEABOARD & WESTERN AIRLINES,
 80 Broad Street, New York City, Whitehall 3-1500



Why pay a maximum minimum?

Let's say you ship 25 pounds of airfreight at a regular rate of 33¢ a pound between Los Angeles and New York. If you ship it on other airlines, you must pay their minimum weight rate based on 50 pounds, at 33¢ a pound, or \$16.50. Tigers charges you only for actual weight or a minimum of \$4.00, whichever is greater. In this case, you pay \$8.25—a 50% savings! *Another good reason for specifying Flying Tigers.*

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THE ONLY TRANSCONTINENTAL AIRLINE SPECIALIZING IN AIRFREIGHT... SOON WITH CANADAI R CL-44 TURBO-PROP JETS

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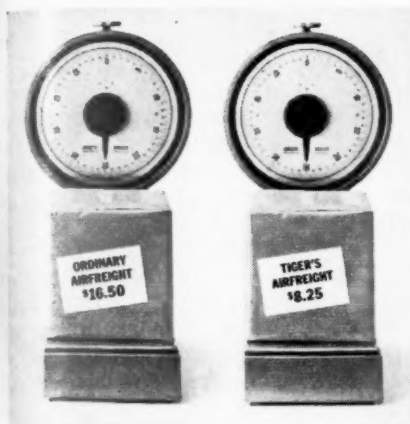
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A minimum minimum is only one reason to specify Tigers on your shipping instructions. Our new low rates is another.

Then there's Tigers' teletype system. It keeps tab on your shipments from the moment they leave one hand till another hand signs for them. And Tigers' truck fleet can deliver these shipments to meet the deadlines you make.

Flying Tigers carries cargo first and only—not after people and baggage are booked. So you're sure of prompt, safe handling all along the way.

Check the Yellow Pages for your nearest Flying Tiger Representative. Ask him about our new low rates, new packaging techniques, and complete schedules. Then specify the Airfreight Specialist on your next shipping instructions.

TIGERS CUT AIRFREIGHT RATES UP TO 40%

For example...eastbound airfreight—per 100 lbs.

	Former Tiger Rates	NEW TIGER RATES
Los Angeles to New York	\$26.60	\$15.95
San Francisco to Chicago	20.35	12.25
Seattle to Cleveland	22.30	13.45



Air Freight Forwarders . . .

(Continued from page 17)

James G. Wiley
d/b/a James G. Wiley Co.
P. O. Box 90008
Airport Station
Los Angeles 45, Calif. 9/ 4/58

Wilson's American Co., Inc.
Mrs. Beatrice M. Frosberg, Pres.
82 Wall St.
New York 5, N. Y.

The following firms have applications on file with CAB for domestic operating authority.

Abco Moving & Storage Corp.
43-45 W. 60th St.
New York, N. Y.

Ace R. B. Van Lines, Inc.
2136 N.W. 24th Ave.
Miami, Fla.

Robert P. Reese & Earl B. Jones
d/b/a Air Expediting Co.
149 California St.
San Francisco, Calif

Airsembly Forwarders, Inc.
N. Canal & Sandusky
Pittsburgh 12, Penna.

Allied Van Lines, Inc.
25th & Roosevelt
Broadview, Ill.

Bader Bros., Inc.
70 Eldert St.
Brooklyn 7, N. Y.

B. Von Paris & Sons, Inc.
400 S. Highland Ave.
Baltimore 24, Md.

Chicago Avenue Transfer, Inc.
333 E. 78th St.
Minneapolis 23, Minn.

Clipper Carloading Co.
323 W. Polk St.
Chicago 7, Ill.

Empire Carriers Corp.
555 W. 34th St.
New York 1, N. Y.

Engel Bros., Inc.
1179-81 E. Grand St.
Elizabeth, N. J.

Exclusive Container Service, Inc.
Box 7202
Long Beach 7, Calif.

Henry H. Stevens, Inc.
1273 Broadway
Flint 6, Mich.

Overseas Freight Forwarders Inc.
746 Auahi St.
Honolulu 13, Hawaii

Wings & Wheels Express, Inc.
Edward L. Richter, Jr., Pres.
Astoria Blvd.
110th St.
Flushing 69, N. Y. 4/16/51

Norman G. Jensen
d/b/a World Freight Forwarders (Air)
P. O. Box 979
Palo Alto, Calif. 11/ 1/52 10/10/51

World Wide Services, Inc.
J. R. Rhoades, Pres.
152-70 Rockaway Blvd.
Jamaica, L. I., N. Y. 6/20/53 3/10/58

Pyramid Van Lines, Inc.
9420 Sandusky Ave.
Cleveland 5, Ohio

Security Storage & Van Co., Inc.
533 City Park Ave.
New Orleans, La.

Smythe Van & Storage Co. of Calif., Inc.
d/b/a Smythe Van & Storage
3840 Cherry Ave.
Long Beach, Calif.

Starck Van Lines, Inc.
110 Ave. B
Weirton, W. Va.

Superior Fast Freight
d/b/a Aero-Ex
4527 Loma Vista Ave.
Los Angeles 58, Calif.

Thomas J. Campbell
d/b/a Thomas J. Campbell & Associates
409 Washington St.
P. O. Box 2475
San Francisco, Calif.

Trans America Van Service, Inc.
7540 S. Western Ave.
Chicago 20, Ill.

United Forwarders Service, Inc.
51 Beaver St.
New York 4, N. Y.

Applications for international authority have been filed by:

Robert P. Reese & Earl B. Jones
d/b/a Air Expediting Co.
149 California St.
San Francisco, Calif.

Air Forwarding Corp. of Puerto Rico
International Airport
San Juan, Puerto Rico

Air-Land Freight Consolidators, Inc.
226 Jackson St.
San Francisco 11, Calif.

Allied Van Lines, Inc.
25th & Roosevelt
Broadview, Ill.

Bode Export Corp.
48 N.W. 29th St.
Miami 37, Fla.

B. Von Paris & Sons, Inc.
400 S. Highland Ave.
Baltimore 24, Md.

Consolidate Air Freight, Inc.
Box 3886
San Juan, Puerto Rico

D. C. Andrews & Company, Inc.
27-29 Water St.
New York 4, N. Y.

Exclusive Container Service, Inc.
Box 7202
Long Beach, Calif.

Security Storage & Van Company, Inc.
633 City Park Ave.
New Orleans, La.

Shulman, Inc.
20th & Washington Ave.
Philadelphia 46, Penna.

Smythe Van & Storage Co. of Calif., Inc.
d/b/a Smythe Van & Storage
3840 Cherry Ave.
Long Beach, Calif.

Starck Van Lines, Inc.
110 Avenue B
Weirton, W. Va.

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P. O. Box 2475
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Superior Fast Freight
d/b/a Aero-Ex
4527 Loma Vista Ave.
Los Angeles 58, Calif.

United Forwarders Service, Inc.
51 Beaver St.
New York 4, N. Y.

Western Transportation Co., Inc.
d/b/a WTC Air Freight
1440 E. Fifth St.
Los Angeles 33, Calif.



"A true air freight service is dependent on both ground and air transport systems."

20 Years Brings Maturity To ACI

TWENTY YEARS AGO, Air Cargo, Inc. was founded. The date was April 28, 1941. During the 20 years, ACI has grown, but it has not grown old.

"We are," said Emery F. Johnson, ACI's president, "much like the teen-ager. This year we will come of age. The twenty years have not been wasted. We have been getting ready for maturity."

Air Cargo, Inc. is the ground service organization which arranges air freight pick up and delivery for the scheduled airlines. It is a wholly-owned subsidiary of the airlines and each of the airlines participates as a stockholder.

In 1961, ACI's activities will expand to include Air/Truck service—an arrangement to provide connecting motor truck service for air freight shipments to or from points not served by airlines.

Other activities which could expand ACI's scope this year reach into containerization and air cargo terminal development.

In April 1941, the founders of ACI could not foresee how their brainchild would develop. C. R. Smith of American Airlines, W. A. Patterson of United Air Lines, T. B. Wilson (then president) of Trans World Airlines, and Paul H. Brattain, vice president of Eastern Air Lines (substituting for Capt. Eddie Rickenbacker), met with Edgar S. Gorrell, founding president of the Air Transport Association, to

create an organization which would find answers on the proper use of the DC-4 as related to air freight.

The DC-4, a joint effort of the airlines and Douglas Aircraft Company, was in production. It was the first airplane to give promise of low enough direct costs to permit volume air freight at a profit.

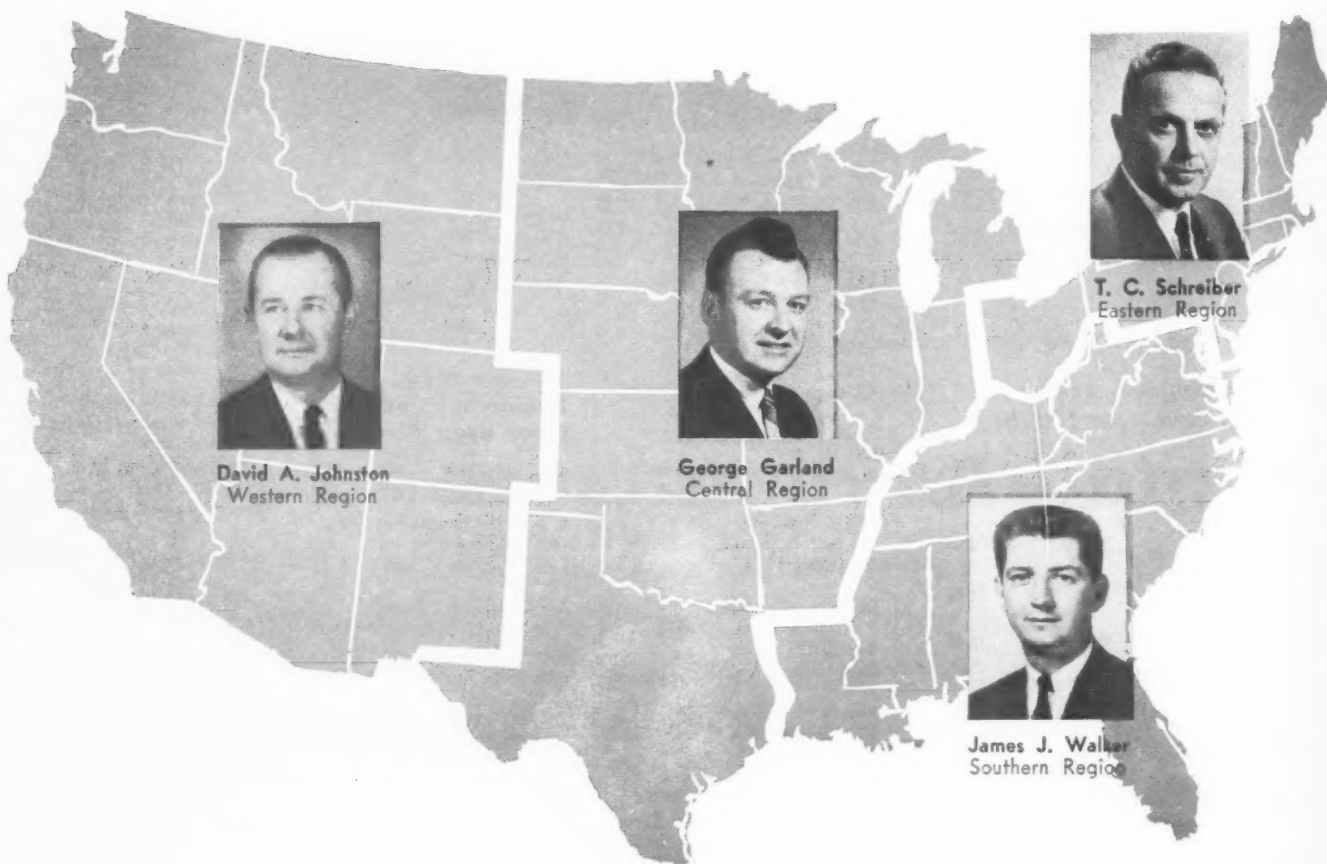
Space was rented in the Woolworth Building in New York and a research organization of about 30 people under the direction of Russell Forbes, vice president, set to work as ACI.

Areas to be explored included: design and characteristics of cargo aircraft, materials handling and cargo terminal equipment, tariffs, and air freight potential and markets. Other areas were also considered, but before ACI could really jell, the nation and the DC-4s went to war.

As a research organization, ACI never recovered. By 1944, ACI's charter was lying in the bottom desk drawer of the ATA's general counsel, Stuart G. Tipton. Up to that point, ACI had cost the airlines \$400,000.

In 1944, a new mood was taking over—less research and more action was the credo. The air freight business was launched and ran full speed into many problems, not the least of which was the cost of air freight supplemental services.

It soon became apparent that certain aspects of commercial air freight were common to all carriers, and could be



David A. Johnston
Western Region



George Garland
Central Region



T. C. Schreiber
Eastern Region



James J. Walker
Southern Region

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handled jointly without destroying competition. Tariffs, for instance, could be consolidated. Instead of each airline printing and distributing its own tariff, a central bureau could do it.

Pick up and delivery was another area where duplication of airline effort proved expensive. In Chicago, for example, one shipper might have five airline pick up and delivery trucks call on the same day. Each truck would pick up a shipment and make the trip to the airport. Consolidation of the pick up and delivery services would permit a shipper to be served with one truck making one trip to the airport.

The ACI charter was dug out, dusted off, and spread before the airlines. It was decided that ACI should be a ground service organization. In addition to pick up and delivery activities, ACI could be a central purchasing agent, a coordinator of connecting transportation, a stabilizer of forms, an operator of terminals, a publisher of tariffs, and the repository for any other problems which air freight might generate.

The activities of the reincarnated ACI were financed by the airlines on a pro rata basis in direct proportion to each airline's level of air freight and air express business. The new ACI went back to work in 1947.

From 1947 until 1950, ACI cost the airlines another \$400,000. This was enough. A third change was in order. The airlines wanted ACI to price its services so that the organization was self-supporting. Theoretically, in a perfect year, ACI would make \$1 profit.

If the profit was much greater, ACI was charging too much for its services. If the profit was much less, the carriers would have to come up with more money, which they did not want to do.

Emery Johnson, then Secretary, was made General Manager. The organization was shrunk. Employees were reduced from 60 to about 30. Still things did not go too well. The police action in Korea upset plans of volume and growth. In 1951, a mild recession further complicated matters. But in the five years, 1952-1956, ACI managed to wind up with a profit of \$4,000—an average of \$800 a year.

Most of the money ACI takes in comes from pick up and delivery service. Most of the money goes out for the same reason. (see table)

Not included in the 1961 estimate is the gross revenue expected to be derived from handling Air/Truck service. ACI will act as the clearing house for the truckers and the airlines.

The first of the Air/Truck contracts have been signed, and by June 1,



Guy M. Springer, Jr.
vice president



Emery F. Johnson
president



Paul A. Diddy
Director-Air/Truck Service

ACI's Revenues and Expenses

	Total Revenue	PU&D Expenses*	Total Expenses
1951	\$1,494,545	\$1,312,972	\$1,518,124
1952	1,713,458	1,504,965	1,714,872
1953	1,903,431	1,673,032	1,900,913
1954	1,949,985	1,705,023	1,946,790
1955	2,266,217	2,012,638	2,263,117
1956	2,466,133	2,185,065	2,469,430
1957	3,561,649	3,276,210	3,562,248
1958	3,597,094	3,438,217	3,615,397
1959	4,461,470	4,297,179	4,459,391
1960	5,029,985	4,862,823	5,037,780
1961	6,193,955 (est.)	6,029,445 (est.)	6,180,493 (est.)

* Includes payments to cartagemen.

Air/Truck should be underway. To advise shippers, airlines, and truckers of what services are available, ACI will prepare and distribute a Air/Truck directory. The directory should be ready in mid-summer.

Direction of Air/Truck service will be from the Washington headquarters. Paul A. Diddy, a 15-year veteran of air freight is the Director. Diddy recently joined ACI from Capital Airlines.

To help keep track of its activities, ACI has divided the nation into four regions.

For the Eastern region, T. C. Schreiber operates from New York. The Eastern regional manager started with the airlines before World War II. He returned from military duty to the world of air freight. Before joining ACI, Schreiber served with Slick Airways and surface and air freight forwarders.

The Central regional manager, George A. Garland, has offices in Chicago. Garland, who joined ACI last year, has air freight experience dating back to 1948.

David A. Johnston, based in Los Angeles, manages the Western region. Johnston had experience with Slick Airways and Wings and Wheels (a large air freight forwarder) prior to joining ACI.

For the Southern region, James J. Walker is manager. Walker joined ACI

from Sabena Belgium Airlines. Prior to his post with Sabena, he was with Riddle Airlines, and before that, in the cargo department of Pan American World Airways. Walker's office is in Washington, D.C., at ACI's headquarters.

Also at the Washington headquarters is Guy M. Springer, Jr., ACI's vice president.

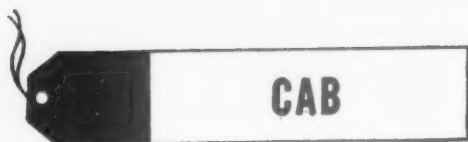
Springer's experience in airline air freight dates back to 1942 when he joined Braniff Airways as cargo sales manager. In 1946, Springer went to Capital Airlines as cargo sales manager. In 1959, he resigned as director of sales for Capital to join ACI in Washington as vice president.

The regional managers are on-the-spot trouble shooters, reporting to Emery Johnson or, in his absence, to Guy Springer. Principal area of concern for the regional managers has been the cartage (pick up and delivery) contracts. The four men make regular checks in all cities within their regions, and are thus in a position to head off trouble before it really starts.

ACI has developed a series of forms, which, when properly filled out, give an exact picture of an air freight cartage man's costs and capabilities.

While pick up and delivery is the major item of concern, and the principal source of revenue, the organization does other things.

(Continued on page 35)



DAL-NAL Given Key Awards In Transcontinental Case

The choice route awards in the Southern Transcontinental Service Case fell to National Airlines and Delta Air Lines. As a result, National now has authority to fly a route between Miami and California. Delta's route extends from Orlando to the west coast.

Less extensive regional route awards in the case went to American, Continental, and Eastern airlines.

The Board established the new routes to meet expanding traffic demands across a southern tier of states extending from Florida and Georgia to California. This area, CAB pointed out, has experienced a substantial population increase and a dynamic economic and industrial development during the past few years.

Although both National and Delta were picked to provide Florida-West Coast service, the Board assigned different responsibilities to each carrier.

As envisioned by the Board, National's primary obligation will be to provide passengers in southern Florida with the single-carrier service to California which the Board found was required.

To achieve this, National's route 39 from Miami was extended beyond Houston to the coterminals Los Angeles and Long Beach via San Diego and beyond Houston to the coterminals San Francisco and Oakland. St. Petersburg-Clearwater was added to this route as an intermediate point.

Trans-Gulf Route Renewed

In addition, the Board renewed NAL's trans-Gulf route between New Orleans and Houston for an indefinite period.

Board restrictions will prevent NAL from carrying local traffic between Houston on the one hand, and San Diego, Los Angeles, or Long Beach on the other, and from providing service between the Las Vegas and San Francisco or Oakland markets.

Delta was assigned the responsibility of providing improved service to the West Coast for passengers in northern Florida and in the Alabama/Georgia area. Accordingly, the carrier's route 24 (New York-Ft. Worth and Houston)

was extended west beyond Ft. Worth to the coterminals Los Angeles and Long Beach via San Diego and beyond Ft. Worth to the coterminals San Antonio and Oakland via Las Vegas. Simultaneously, the Board extended DAL's route 24 south by allowing the airline to add Orlando as a terminal and Jacksonville as an intermediate.

A long haul restriction will prevent DAL from flying between Dallas or Ft. Worth on the one hand, and any California point on the other. Another restriction will prevent DAL service between Las Vegas and San Francisco or Oakland, and will prohibit single plane service between Miami/Tampa and points west of Ft. Worth.

Continental Air Lines was selected to give Houston and San Antonio an adequate pattern of air service to Los Angeles. A new segment was added to CAL's route 29 between the terminal Houston west to the coterminals Los Angeles and Long Beach via the inter-

Minimum Rates Fight Rejoined In New Filings

The Civil Aeronautics Board's tentative proposal to suspend domestic minimum freight rates drew a spate of last minute filings both pro and con.

As in previous filings, the principal exponent of more freedom in rate making was American Airlines. This carrier applauded the Board for acting to remove "artificial shackles." American further backed CAB's conclusion that no hearing was necessary to revoke the rate floor.

Wrote American: "Revocation of minimum rates requires no action by anyone, does not alter the rates charged by any carrier, and deprives no one of any legal rights or privileges. Rate changes will still be passed on by the Board . . . only the standards for judging them have been amended."

Most of the other trunkline carriers filing in the docket took strong issue with AA's stand. Typical was Trans World Airlines which stated: "Without any minimum rates now, as prior to 1948, air freight rates would be established almost solely on the basis

mediates San Antonio, El Paso, Tucson and Phoenix. Single-plane service between Los Angeles or Long Beach on the one hand and Dallas or Ft. Worth on the other was prohibited.

American's regional extension is designed to give Houston and San Antonio more service to the San Francisco Bay area. The carrier was voted a new segment between the terminal Houston via the intermediate points San Antonio, El Paso, Tucson and Phoenix and beyond Phoenix (a) to the coterminals San Francisco and Oakland and (b) to the coterminals Los Angeles and Long Beach via San Diego.

Turnarounds Barred

Special conditions will prevent turnaround service between the Texas points on the new segment and will require at least one intermediate stop on all flights between Houston and any California city.

In choosing Eastern Air Lines for a new Dallas/Ft. Worth-New Orleans-Florida route, the Board overturned an examiner's decision which favored Braniff.

Eastern received the nod in light of what the Board described as a "worsening financial position in the industry during the past several years . . ." The Board also felt that it was essential to maintain the strength of EAL in order to head off any imbalance in the size of airlines that are expected to compete with each other.

of competitive considerations and the entire rate structure would become so low in relation to cost as to endanger the sound development of air freight and undermine the financial condition of the carriers."

A middle ground was occupied by The Flying Tiger Line and Delta Air Lines. Both were cautious in endorsing the Board's revocation. Neither favored formal hearings, but they advised the Board to move slowly and keep a firm rein on any filing which could lead to uneconomically low rates.

Tigers advanced concrete plans to head off a runaway rate situation. To defend against this possibility, FTL suggested:

an air freight rate conference held under Board auspices to discuss tariff making principles; and

a CAB rate bureau which would be formed to eliminate "much of the clash and conflict in rate making."

Nine air freight forwarders presented a united front in opposing any revocation of the minimum rates without a hearing. Expressing their views in a joint filing, the forwarders, all members of the Air Freight Forwarders



TWA flies where the BUSINESS is!



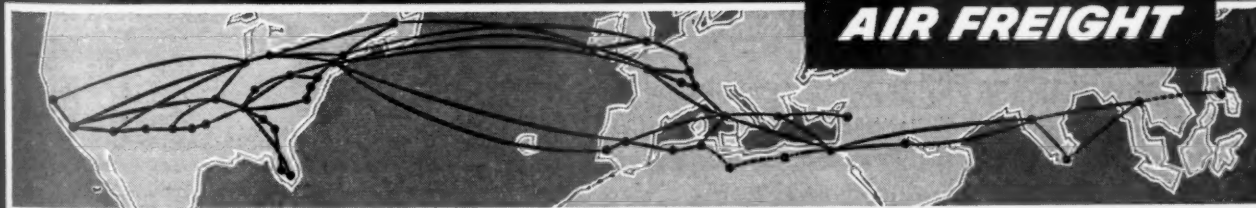
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Association, called for an evidentiary hearing which would thoroughly explore the question of domestic rate levels. They recommended that the hearing consider "closely interrelated matters beyond the limited issue of repeal or modification of the order itself, such as rate structure, volume breaks and commodity classifications."

The forwarders emphasized the danger of a rate conflict "which would not only pit airline against airline but would find the forwarder caught between them in a no man's land."

The only air freight forwarder opposing this stand on the record was United Parcel Service, a domestic firm based in Chicago. UPS argued that the Board should junk the rates to allow the experimentation necessary to attain the full potential of air freight.

The majority forwarder stand was backed by the Western Traffic Conference, representing the traffic management of 88 retail firms in 11 western states. This organization emphasized that the bulk of retail store air freight volume was handled by air freight forwarders, "whose very existence depends upon the volume rates and weight spreads reflected in the present air freight tariffs."

Conclusion of the Western Traffic Conference was that the Board should insist on maintaining volume rates and weight spreads in the new tariff structure proposals of the air carriers.

Robert T. Murphy Appointed To Board

Newest member of the Civil Aeronautics Board is Robert T. Murphy. He was appointed by President Kennedy for the six year term expiring Dec. 31, 1966.



In a statement to AIR CARGO Murphy said: "The future of our nation's air transportation system is dependent, in large measure, on the sound and orderly development of the full potential of air cargo. It shall be my purpose to cooperate with all segments of the aviation industry to hasten the day when the public, whom we serve, can receive the full benefits which this phase of air transportation can contribute to the commercial prosperity and national security of our country."

Subsidy Is Central Issue In Domestic Cargo Case

The question of subsidy eligibility was the key issue in the legal briefs presented to the Civil Aeronautics Board in the Domestic Cargo-Mail Service Case.

Battle lines in the war of words were clearly drawn. The big combina-

tion airlines blasted away at the idea of subsidy eligibility for the all-cargo airlines. Fighting back just as hard, the all-cargo airlines defended the subsidy concept advanced by the examiner in his initial decision.

The Flying Tiger Line did not actively seek subsidy. This all-cargo carrier took the position that if the right to subsidy were granted to a competitor, the same right should be accorded FTL as a defensive measure.

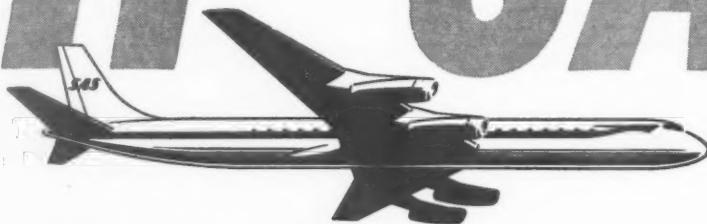
The wrangle over the question of subsidy was touched off by Examiner Merritt Ruhlen. In his initial decision in the cargo case, he established a precedent by becoming the first government official to publicly favor subsidy eligibility for an all-cargo airline, Riddle Airlines.

In its brief to CAB, the Bureau of Air Operations, representing the Board's staff, stood behind the combination airlines by opposing the examiner's proposal.

Describing the subsidy issue as the crux of the proceeding, the BAO took a stand "unalterably opposed to any award of subsidy eligibility to any of the applicants in this proceeding." It was the Bureau's position that without extremely compelling reasons, not found in the case of the all-cargo lines, competition between subsidized and non-subsidized carriers is illogical.

The Bureau went on to point out that the idea of subsidizing two sepa-

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rate classes of airlines which compete for the same freight volume could be disastrous. "A number of all-purpose carriers," BAO said, "are not producing a reasonable rate of return on their investments at this time. Should actual subsidy awards be granted to all-cargo carriers, there is little doubt that at least some of their all purpose competitors would seek like treatment."

The Bureau also hammered away at the point that subsidy eligibility was not crucial to the continuance of all-cargo service. There is nothing unique about either the type of service or the equipment available for all-cargo flights as between the all-cargo carriers and the all-purpose carriers, the staff said.

Other recommendations which BAO advanced for the Board's consideration were:

AAXICO Airlines' certificate should not be renewed;

Slick Airways' certificate should be modified to authorize a route between the terminals San Francisco and Boston via intermediate points which would include Dallas;

The Flying Tiger Line should be authorized between the terminals Los Angeles and Boston via intermediates, which would include Seattle; and

Riddle Airlines should be authorized to serve routes between Miami and New York, Detroit and Chicago via intermediates.

The Bureau added that carrier parties in the proceeding should be allowed to operate all-cargo flights to and from domestic military installations in connection with certificated route operations. The authority would apply where the carriers' certificated cities are adjacent to the military installations of origin and destination. The service would be provided on a flag stop basis.

Domestic certificated all-purpose and all-cargo airlines would be permitted to provide flag stop service on scheduled all-cargo flights to off route shippers who have sufficient volume to warrant such service on a temporary exemption basis;

There is merit in the concept of truck-air service, but the record does not support the designation of truck points on air carrier certificates, and such service should be effected through individual temporary exemption proceedings where warranted, BAO said.

These recommendations run directly counter to many of Examiner Merritt Ruhlen's proposals. For example, Ruhlen favored subsidy eligibility for Riddle; he would not give Slick Airways a transcontinental route; and he favored more liberal authority at military bases.

MAY, 1961

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PISCATELLA



TILLINGHAST

New executive vice president of ABC International is **Charles Fields**. Fields has been associated with the New York-headquartered air freight forwarder for over 19 years. He is thoroughly grounded in the air forwarder business and has held a number of management positions for ABC, including vice president of the firm's domestic air freight subsidiary.

In his new slot, Fields will launch an intensive program in the international area which will encompass all phases of foreign freight forwarding. In conjunction with this program, addi-

tional ABC offices and agents will be established in the U.S. and overseas.

Emil Seerup has been advanced to the post of vice president-air services by REA Express. He will head the firm's newly created air services department, which has been set up to coordinate and centralize the management of REA's air cargo services.

An REA veteran, Seerup has been with the firm since 1937. His prior position was general manager, air express division.

In other key appointments, REA

Express named: **Joseph G. Feeney**, vice president, Washington; **Daniel J. Kerrigan**, general traffic manager, New York; **Harry J. Kelleher**, air express sales manager Atlanta; and **John F. Mahon**, assistant director-market research.

A. M. (Tony) Piscatella has been named director of sales planning for Seaboard & Western Airlines. Piscatella, former deputy administrator of the American Society of Travel Agents, will supervise special projects in sales planning.

Trans World Airlines' new president is **Charles C. Tillinghast, Jr.** He was formerly vice president-international operations of the Bendix Corp.

In remarks prepared after his election to the top TWA post, Tillinghast said: "Although I am new to the air transportation business, I have had an opportunity to observe TWA closely through Bendix connections and regard it as one of the technically most sound airlines in the country. TWA did one of the best jobs in the industry in integrating jet service. I have a very high regard for the organization and look forward to serving it."



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AIR CARGO

Carrier Round-Up

An interline traffic agreement has been signed by **UNITED AIR LINES** and **AEROFLOT**, the Russian airline. The pact provides for a single document for cargo shipments or passenger travel over the routes of the two carriers.

TSA TRANSCONTINENTAL, S.A., an independent Argentine airline, and **SABENA** have joined in a general sales pact. The Belgian airline will handle all of TSA's sales and allied matters in the U.S. and the rest of the world, except South America, where the Argentine carrier will perform the same functions for SABENA.

OLYMPIC AIRWAYS, the Greek national airline, carried 11,974,000 kilograms of cargo, baggage and excess baggage in 1960, an increase of 260.5% over the 4,595,543 kg. flown in 1959. Mail loads rose from 589,471 kgs. to 805,000 kgs., an increase of 17%.

PIEDMONT AIRLINES has begun service over a new Norfolk-Knoxville segment with three round trips daily. Cities served on the new segment in-

clude Norfolk, Elizabeth City, Rocky Mount, Raleigh-Durham, Greensboro-High Point, Winston-Salem, Charlotte, Hickory, Asheville and Knoxville.

Successful air shipment of a \$500,000 univac computer was recently completed by **JAPAN AIR LINES**. JAL flew the 19,229 pound computer from San Francisco to Japan.

A new Hong Kong office has been opened by **AIRBORNE FREIGHT CORP.** Operation of the new facility will be geared to efficiently handle both in—and out-bound air freight shipments. The office will provide documentation, customs clearance, and expedited handling of all types of cargo. It is located at 22 Des Voux Road Central.

Cooperative effort of **U.S. AIRLINES** and the Republic of Panama is credited with speeding copies of *U.S. News and World Report* to Latin American subscribers.

Under a swift air freight distribution scheme, Panama postage stamps are sent to the Ohio distribution office of the magazine. At this distribution

center, the magazines are individually addressed and stamped then packaged in bulk and flown to Panama.

At Panama, an airline cargo representative turns over the magazines in bulk to postal authorities for individual first class air mail delivery to Latin American subscribers.

IBERIA AIR LINES, on August 1, will begin DC-8 jet service between Madrid, Spain, and Santiago, Chile via Rio de Janeiro, Montevideo, and Buenos Aires.

NORTH CENTRAL AIRLINES now offers service between Chicago and Manistee/Ludington, Mich.

A Hartford, Conn., office located at 80 Farmington Avenue has been opened by **ALITALIA AIRLINES**.

Central regional office of **AIR CARGO, INC.** has moved to the Prudential Plaza, Chicago 1, Ill. Telephone number is DEarborn 2-3537.

RIDDLE AIRLINES is offering daily DC-7F freighter service between Philadelphia and Miami via New York and West Palm Beach.

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ACI Matures . . .

(Continued on page 27)

Annually, ACI sponsors an air freight cartage conference. This year, the seventh conference will be held at the Edgewater Beach Hotel in Chicago on July 25 and 26. In conjunction with the cartage conference, ACI will also sponsor an air freight ground handling exposition. The exposition will show the latest developments in equipment and techniques for handling air freight.

ACI contributes to shipping safety. Each month the firm mails a poster urging handlers of air freight to be careful. A different subject is covered each month, usually with a cartoon presentation.

While ACI's charter envisions some central purchasing, little has been done in this field. For the most part, purchasing for the airlines or the cartage-men has been limited to forms where standardization is mandatory and gang printing possible.

An expansion of purchasing by ACI is being studied. Containerization may be the spur. More than just the savings permitted by large purchases of containers could be involved.

In one arrangement under considera-

tion, ACI would own the containers and lend or rent them to users. With a single owner, administrative and maintenance costs could be more closely controlled than if the containers were spread over the various airline systems.

Perhaps even more important, there would be greater standardization of containers than if each carrier went it alone.

Another area where ACI may soon find itself involved is with air freight terminals, but only to a limited extent.

ACI would act as an arranger. It would arrange to have the terminal financed and built, and then arrange to have the building tenanted. But instead of being the landlord, ACI would lease the facility back to the city or airport authorities and let the airport actually do the terminal managing.

Whatever ACI does, it does as an airline organization. ACI's board of directors is comprised of eleven men. Four directors are from the big four (American, Eastern, TWA, and United); three are from the remaining trunk airlines; one from the local service airlines; one from the all-cargo airlines; one is the president of the Air Transport Association; and one must be an officer of Air Cargo, Inc.

In its 20 years, ACI, as an airline organization, has accomplished many things, and has been a pump-primer for many others. In the garment district of New York, ACI opened a parcel drop station. Later it was turned over to the area cartage man who still keeps it open.

For about two years, ACI managed the terminal at Willow Run (Detroit). In the early '50s, ACI acted as major domo for the Cargo Advisory Board, then the principal cargo policy group of the scheduled airlines. From this group stemmed various committees—Air Freight Tariffs, Cargo Forms & Procedures, Air Express, Air Freight Sales, and others—which provided guidance for the infant air cargo (express, freight, mail) industry.

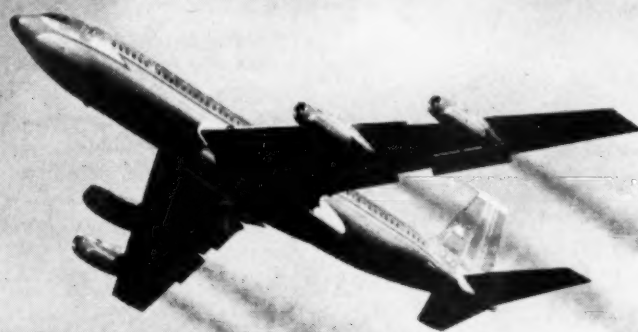
As air cargo grew more important, airline management wanted to be more intimately involved. The guiding committees were drawn into the Air Traffic Conference and the Air Transport Association.

In the years to come, ACI will have much to do. Pick up and delivery business is doubling every five years. AIR/TRUCK is still an unknown quantity but it must be made to work.

These and other activities mean Air Cargo, Inc., will grow and grow, but, says Emery Johnson, "not old." ■

WHAT'S IN IT FOR YOU?

Are you receiving the FULL benefits of the new important strides being made constantly in the movement of air freight, or just a lot of nebulous talk? Simply call or write to your nearest Airborne representative and let him fill you in on the time and money-saving improvements that can be yours. Do it today; start receiving the benefits tomorrow.



★ Free map showing U.S. airports and all air routes sent when requested on your company letterhead

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JET
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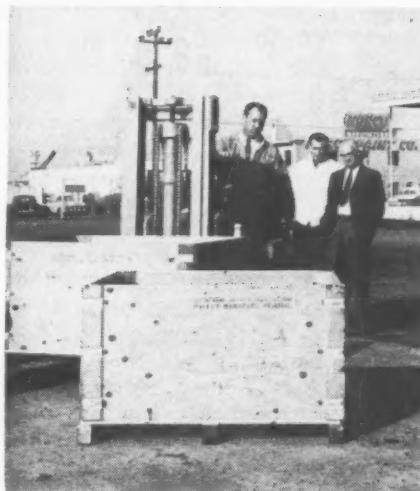
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AVIANCA

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JU 6-5210

309 E. Flagler St., Miami 32
NE 3-2491

New Products and Processes



Plywood Pallet-bins Secured by Steel Strap

Plywood pallet-bins held together by steel strap for quick, easy assembly or disassembly have been developed by the Simpson Timber Company.

Demonstrated before various food packing concerns, the pallet-bins showed durability and impact resistance under severe conditions of abuse. The Engineered Wood Products Division of Simpson in cooperation with the Yale Towne Manufacturing Co. set up the tests.

Two Simpson Husky Ply-Strap Bins were filled with 1,500 pounds of sand. One bin was left standing on the concrete pavement. A fork lift truck with the other loaded bin repeatedly banged into the standing bin and moved it around.

Robert C. Phillips, manager of Simpson's Engineered Wood Products Fabricating section, pointed out that

the steel strap has proved to be durable and economical.

"Nails, screws, and bolts all work loose, creating a serious maintenance problem, with reduced average bin availability and high annual expense," he said. "Neither do they give the flexibility needed for rugged field use."

The new Simpson Husky Ply-Strap Pallet-Bin is constructed of ½-inch or ¾-inch Simpson exterior plywood. The bin is supplied in fabricated parts consisting of an assembled pallet, four walls, and four kiln dried corner posts. It is fastened together with steel straps and does not require nails, screws, or bolts.

The pallet-bins were initially designed for use by fruit, vegetable and nut growers. With minor changes in design, Phillips says, these bins can be adapted for use in any industry.

Ultra-Violet Paper Converts Copying Machines

Transcopy, Inc., Newton, N.J., has introduced an "Ultra-Violet" paper which can be used by Thermofax, Ozalid, Bruning, or Pease copying machines. Transcopy says the new paper eliminates copying limitations of the machines and converts them into full-fledged, multi-purpose office copiers.

Copies made with the new "Ultra-Violet" paper are permanent, photoexact, and legally acceptable. Copies are crisp, jet black on a white background. The reproductions do not fade, smear, curl, or stick together.

Existing installations of Thermofax, Ozalid, Bruning, or Pease copying

machines can be fully utilized with the "Ultra-Violet" paper. These machines can be used as exposing units which will copy any color, blue-prints, fine lines, and all details. A small, inexpensive Transcopy processor is used to develop the exposed papers.

Insulfoam Into Production Of Urethane Foam Panels

Continuous production-line manufacture of rigid urethane foam-filled insulating panels—primarily for containers, trucks, trailers, and rail cars—has begun at Insulfoam, Inc.

The firm also custom-foams panels of other items to customer needs for a variety of refrigeration and insulation requirements.

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AIR CARGO

Insulfoam sees a wide market potential for the relatively new insulation. Initially, Insulfoam is looking to the nation's 40,000 refrigerated truck trailers, most of which require rehabilitation to comply with the new AFDOUS (Association of Food and Drug Officials of the United States) code which requires that all shipments of frozen foods must not exceed zero-degrees Fahrenheit during transit.

Insulfoam's president, Joseph D. Scott is a specialist in the shipment of perishables by air, truck and rail. In 1949 he founded the National Transport Agency, Inc., for shipping frozen foods long distances.

In 1958, Scott sold the firm to Wilson Freight Forwarding Co., and became manager of Wilson's Refrigerated Division of New York. He held this post until he resigned to establish Insulfoam.

Scott was a pilot with Air Cargo Transport and later, with Bruning Aviation—one of the early air freight businesses after World War II.

Aerosol Spray Restores Vinyl, Leatherette

An aerosol spray to quickly recover or recolor vinyl or leatherette items has been produced by the H. Talbot Co. The firm recommends the product, called Mar-Hyde, for seats, baggage compartments, instrument panels or other items which are faded.

Formulated for vinyl and leatherette only, the new spray can restore color or provide a new one. At the same time, many stains, scratches, and other blemishes are covered. The restored material retains its original texture and washability.

Usually one coat will be enough. If a second coat is needed, it can be applied five minutes after the first.

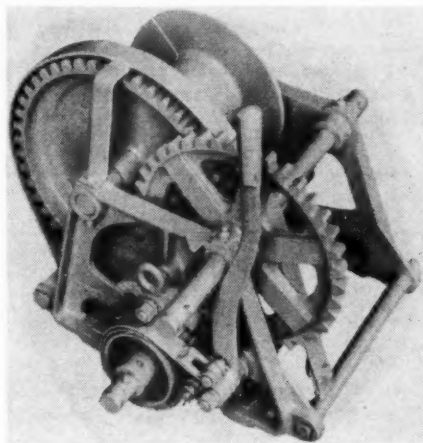


With overnight drying, the Talbot Co. says, the recolored section is as good as new.

Mar-Hyde is packaged in a 15-ounce aerosol can in 12 colors including white. The product may also be obtained in quarts and in gallons and applied with conventional spray equipment.

Multi-purpose Winch Operates By Hand

A heavy-duty, two-speed hand winch, operable from either side has been placed on the market by Little Giant Products, Inc., of Peoria, Ill.



The winch, Model W-3DS, has a two ton capacity. It may be mounted on a bench or wall, or on any vehicle or tractor, for use in loading or unloading or pulling or hoisting. It can be operated by hand in any position.

A strong, steel lock-dog safety halts loads at any stage and cannot be jarred into releasing the load. The winch can also be set to free-spool at any point of operation. Hand brake and adjustable crank are standard equipment.

Operated with either 22:1 or 5:1 gear ratio the Model W-3DS can handle 160 feet of 3/8-inch cable, 110 feet of 7/16-inch cable, or 80 feet of 1/2-inch cable.

Wide Conveyor Wheel Eases Storage Problems

A conveyor wheel designed to facilitate live storage of material in light paperboard boxes is being marketed by the Rapids-Standard Company.

Developed for use in Flow Rack

For further information on items mentioned in New Products and Processes or Technical Literature write: Readers' Service Dept., AIR CARGO, 1001 Vermont Ave., NW, Washington 5, D.C.

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For rates and complete information, call your nearest North Central office (see directory listing) or write AIR CARGO Dept., North Central Airlines, 6201 34th Ave. South, Minneapolis 50, Minnesota.

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MAY, 1961



Don't blindfold him!

THE MAN in this picture is a cancer research scientist. The device he is using looks like something out of science-fiction—but actually, it's an electron microscope. It shows him the sub-microscopic detail of a cancer cell—magnified 100,000 times. *The cost of one electron microscope is \$35,000.*

Some of the equipment needed for cancer research, and purchased with American Cancer Society funds, is even more expensive.

The American Cancer Society grants millions of dollars for research to some 1300 scientists who are at this moment working to find the cause of cancer—and ultimately, ways to prevent cancer.

Your help is needed to enable the American Cancer Society to continue this support.

Don't blindfold cancer research. Give to it. Send your contribution now to **CANCER**, c/o your local post office.

**AMERICAN
CANCER SOCIETY**



live storage conveyor, the new wheel gives a wider carrying surface than conventional conveyor wheels. A $\frac{3}{8}$ -inch flange formed on one side of the wheel serves as an integral "guard rail" which helps maintain carton alignment within extensive runs of storage racks.

The flange turns with the wheel to form a live guard rail eliminating the problem of cartons binding or hanging against stationary rail or conveyor frame. The wide wheel minimizes wheel indentation in the bottom surfaces of cartons permitting a wide range of light containers including those with radiused corners.

For further information on items mentioned in *New Products and Processes or Technical Literature* write: **Readers' Service Dept., AIR CARGO**, 1001 Vermont Ave., NW, Washington 5, D.C.

LETTERS

To the editor

In your April 1961 issue we note on Page 13 that you state, as follows:

"For instance, by surface it is common to have some of the arrangements handled by a customs house broker. The broker is entitled to a fee. In air transportation, a customs house broker frequently is not used."

We beg to say that this information is not entirely correct. The use of a Custom House broker is just as common on shipments made by air as it is on shipments made by steamer, or by rail.

Of course, in all instances the owner of Household Goods, or as a matter of fact of any merchandise, is allowed to attend to his own Customs clearance without using a Custom House broker, but no third party can arrange the clearance of goods through the Customs unless he is licensed by the U.S. Treasury Department.

A. Burin, President
Globe Shipping Co., Inc.
New York 4, N.Y.

Editor's note—

It is our belief that airlines, hungry for business, are more inclined to advise a man on how to clear his household goods through customs than are the surface carriers. With this help from the airlines, household goods by air by-pass the customs house broker more often than those that go by sea.

We came by this belief honestly—some household goods movers told us so.

ON THE DOCKET

MAY

U.S. World Trade Fair, New York Coliseum, New York, N.Y., May 3-13.

Airport Operators Council, Annual Membership Meeting, Carillon Hotel, Miami Beach, Fla., May 7-12.

Sixth Annual Executive Development Program, Northwestern University, Evanston, Ill., May 7-June 9.

Material Handling Institute Eastern Regional Show, Trade and Convention Center, Philadelphia, Pa., May 9-11.

National Transportation Week, May 14-20.

National Defense Transportation Day, May 19.

JUNE

Canadian Warehousemen's Association, Annual Convention, Jasper Park Lodge, Alberta, Can., June 11-15.

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AIR CARGO

GUIDE SECTION - MAY, 1961

OFFICIAL REFERENCE OF THE AIR TRAFFIC CONFERENCE OF AMERICA

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U.S.A. AND CANADIAN CITY DIRECTORY

The directory lists alphabetically all U.S. and some Canadian cities served by air, their three letter codes and provides Air Cargo information pertaining to each city under the following column headings:

CITY. Every city listed has both **AIR FREIGHT** and **AIR EXPRESS** service unless specifically noted

Ⓢ indicating freight service only or

ⓔ indicating express service only.

CARRIERS. The codes of carriers providing service for each city is designated. Each carrier provides express and freight service unless noted by

Ⓢ indicating freight service only or

ⓔ indicating express service only.

AIR FREIGHT TELEPHONE NUMBERS.

AIRCRAFT AND MAXIMUM SIZE. The type of aircraft the carriers operate in each city is designated by chart number. The charts (following this section) provide maximum dimensions of shipments which will be accepted without advance arrangement.

MAXIMUM WEIGHT. Maximum weight per piece carrier will handle in each city without advance arrangement. **HEAVIER PIECES CAN BE HANDLED WHEN ADVANCE ARRANGEMENTS ARE MADE.**

RAIL EXPRESS and MOTOR FREIGHT. Availability of transfer facilities to Rail Express and motor freight indicated by

A—available at airport and in city

C—available in city only.

CUSTOMS FACILITIES.

A—available at airport only

C—available in city only

AC—available in city and at airport

Three letter city code indicates nearest Customs Port of Entry city.

AIR-BUS. Greyhound Bus companies cargo interchange cities indicated by G. (See Page G-16.)

PICK UP and DELIVERY (Air Freight) RATES.

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
ABERDEEN, N. C.	SOP	NO	Windsor 4-1412	OKford 2-8941	See Pinehurst, N. C.	200	C	A	MSP		No Service Available	
ABERDEEN, S. D.	ABR	WC	2782	Baldwin 5-5465	3	150	C	A	C		.55	1.10
ABERDEEN, WASH.	HOM	CO	AB-98	General 8-6661	3	200	A	A	DAL	G	.40	1.00
ABILENE, TEXAS	ABI	CO	ORchard 4-4351	OR-3-2587	3	200	C	C	DAL		No Service Available	
ADA, OKLAHOMA	ADH	CO	FE 2-5045	FEderal 2-5787	3	200	C	C	DAL		No Service Available	
AKRON, OHIO	CAK	AA	HE 4-9131	Tyler 6-2315	9	250	C	A	AC		.65	1.75
	CA	EA		Tyler 6-2303	3,4	250	C	A	AL		.65	1.75
	FT			Tyler 6-2344	9,19	200	C	A	AC		.65	1.75
	UA			Tyler 6-2353	Served Through Cleveland, Ohio						.65	1.75
ALAMAGORDO, N. M.	HMN	CO	HEmlock 7-5420	HEmlock 7-5710	6,5,10	400	C	A	ELP		.50	1.10
ALAMOSA, COLO.	ALS	FL	Alamosa - 64	JU-9-6311	22	200	C	A	DEN		No Service Available	
ALBANY, GA.	ABY	EA	HE 6-2406	HEmlock 2-0525	9,19	200	C	A	DHN		.45	.95
	SO			HEmlock 6-2418	3	100	C	A	DHN		.45	.95
ALBANY, N. Y.	ALB	AA	HObart 3-4131	UNion 9-5321	9,5	500	C	C	AC	G	.60	1.40
	EA			UNion 9-5361	7,19,52	200	C	C	AC		.60	1.40
	FT			Albany 4-8223	Served Through Newark, N. J.						.60	1.40
	MD			UNion 9-5339	9,3	200	C	C	AC		.60	1.40
	TW			UNion 9-5379	8	250	C	C	AC		.60	1.40
ALBANY, ORE.	CVO	WC		Plaza 3-4232	3	150	C	A	FDK		No Service Available	
ALBUQUERQUE, N. M.	ABQ	CO	Chapel 3-7131	ChApel 2-5219	3,22	200	A	A	ELP	G	.55	1.25
	FL			ChApel 7-1473	3,9	200	A	A	ELP		.55	1.25
ALEXANDRIA, LA.	AEX	TV	2-7481	3-1705	8,7,50	400	A	A	ELP		.55	1.25
	TT	DL		4471	9	300	C	C	BTR		.75	1.50
ALLENTOWN, PA.	ABE	EA	HEmlock 4-7156	Congress 4-0557	19	200	A	A	PHL	G	.60	1.60
	TV			Congress 4-0597	8	250	A	A	PHL		.60	1.60
	UA			Congress 4-0512	5,6	400	A	A	PHL		.60	1.60
ALLIANCE, NEB.	AIA	FL		421	3	200	C	C	DEN		No Service Available	
ALPINE, TEX.	MPF	TT	TE 7-2514	OW 5-2044	3	200	C		PIT	G	.55	1.75
ALTOONA, PA.	ADK	AL	Windsor 4-7191	DRake 6-9373	3	500	C	C	DAL	G	.80	1.35
AMARILLO, TEX.	AMA	BN	DR 6-6386	DRake 3-5830	3	200	C	C	DAL		.80	1.35
	CN			DRake 3-4326	22	200	C	C	DAL		.80	1.35
	CO			DRake 2-5517	8,7	250	C	C	DAL		.80	1.35
ANAHEIM, CALIF.	ANA	LX		2-0131	3,4	1000	A	A	AC		1.00	2.00
ANCHORAGE, ALASKA	ANC	AS		41661	15,4,53B,6	2000	A	A	AC		1.00	2.00
	CD			27531	16,4,8		A	A	AC		1.00	2.00
	NW						A	A	AC		1.00	2.00
ANDERSON, S. C.	AND	EA	Canal 4-1071	CA-4-0231	19,9	200	C	A	ATL	G	.35	.75
ANN ARBOR, MICH.	---		Normandy 2-449	See Detroit, Mich.							No Service Available	
ANNETTE ISLAND, ALASKA	ANN	PAA		6	550						No Service Available	
ANNISTON, ALA.	ANS	SO	Adams 7-1756	Adams 8-1291	3	100					No Service Available	
APPLE VALLEY	APV	BL		Apple Valley 7-7209	54	200		A	LAX		No Service Available	
APPLETON, WISC.	ATW	NO		REgent 9-1133	3	200					No Service Available	
ARCATA, CALIF.	ACV	PC		TErrace 9-1521	3,19,54						No Service Available	
ARMORE, OKLA.	AFD	CN	369	141	200	C	C	DAL			No Service Available	
ASHEVILLE, N. C.	AVL	CA	Alpine 3-4707	AL 2-2400	3	150	A	C	INT	G	.60	1.20
	DL			AL 2-7601	3	200	A	C	INT		.60	1.20
	PI		25-3-4707	25-2-5061	3	100	A	C	INT		.60	1.20
ASHLAND, KY.	RTW	AL		325-2683	19	200					Apply Huntington Rates	
	EA		East 4-4750	3-9476	19	200					Apply Huntington Rates	
	PI			East 4-8907	3	100					Apply Huntington Rates	
ASHLAND, WISC.	ASK	NO		MURdock 2-6653	3	200					No Service Available	
ASTORIA, ORE.	AST	WC	FAirfax 5-4841	Walnut 1-2551	3	150	C	A	C		No Service Available	
ATHENS, GA.	ARN	SO	LIberty 6-0351	LI-81364	3	100	C	A	ATL		.65	1.35
ATLANTA, GA.	ATL	CA	POplar 1-7751	POplar 1-8811	3,22,8	250	A	A	C		.50	1.60
	DL			POplar 6-5315	9,5,10,8,19,1A,53A,35	6000	A	A	C		.50	1.60
	EA			767-7436	7,23,53A,10,19,52,9	4000	A	A	C		.50	1.60
	NW			POplar 7-9758	52	200	A	A	C		.50	1.60
	RD			POplar 6-2711	1	6000	A	A	C		.50	1.60
	SO			POplar 6-5321	3	200	A	A	C		.50	1.60
	TW			POplar 6-9655	7	250	A	A	C		.50	1.60
ATLANTIC CITY, N. J.	ACT	AL	MI 1-2458	MI 1-2458	3,19	200	A	A	PHL		.80	2.10
	EA		4-6111	Pleasantville 2500	19	200	A	A	PHL		.80	2.10
AUBURN, ME.	LEW			See Lewiston, Me.							No Service Available	
AUGUSTA, GA.	AGS	DL	Park 2-4628	2-8814	9	300	C	A	ATL	G	.75	1.50
	EA			2-4684	19	200	C	A	ATL		.75	1.50
AUGUSTA, ME.	AUG	NE	Mayfair 2-0181	Mayfair 2-1351	3	200	A	C	PMH		.50	1.00
AUSTIN, TEX.	AUS	BN	Greenwood 8-7339	HO-5-5461	5,9	200	A	C	SAT	G	.50	1.25
	CO			HO-5-6516	3,22	200	A	C	SAT		.50	1.25
	TT			HO-5-6538	3	150	A	C	SAT		.50	1.25
BAIE COMEAU, P. Q.	YBO	QBA		Jackson 3-5744	3	400					No Service Available	
BAKER, ORE.	BKE	WC	Jackson 3-2131	Ekport 9-2921	3	150	C	C	PEK		.40	.95
BAKERSFIELD, CALIF.	BFL	UA		Ekport 9-1771	3,19,54	200	A	C	LAX	G	.40	.95
	FC			Saratoga 7-3210	9,19,50	6000	A	A	C	G	.75	1.60
BALTIMORE, MD.	BAL	AA	Saratoga 7-0600	SO 1-2600	3,9,19	250	A	A	C		.75	1.60
	AL			Southfield 6-2100	8,55	200	A	A	C		.75	1.60
	CA			Southfield 6-2244	19,10,32	200	A	A	C		.75	1.60
	DL			Southfield 1-0603	9,6,5	200	A	A	C		.75	1.60
	EA			SO 1-3000	55	200	A	A	C		.75	1.60
	NA											
	NE											

(Continued on next page)

U.S.A. AND CANADIAN CITY DIRECTORY

BALTIMORE-CAPE GIRARDEAU

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
BALTIMORE, MD.	BAL	PAA		MU 5-1630	50, 53	1100	A	A	C		.75	1.60
(Concluded)		LC		SO 1-4800	3, 9	150					.75	1.60
		UA		Southfield 1-0705	7, 8, 90	400	A	A	C		.75	1.60
BANDOR, ME.	BGR	NE	7391	Atlantic 8-5275	50, 53, 6	400	A	A	C		.75	1.60
BAR HARBOR, ME.	BHB	NE		Normandy 7-2573	3, 6, 22	200	C	A	C		.50	1.00
BARRE, VT.	MPV	CO	FR 6-4192	See Montpelier, Vt.	Seasonal	200	C		C		No Service Available	
BARTLESVILLE, OKLA.	BVO	CO		Federal 6-7147		200	C	C	MKC		.55	1.10
		CN		636		200	C	C	MKC		.55	1.10
BATON ROUGE, LA.	BTR	DL	DI 2-8838	Elgin 5-4491		300	C	C	C	G	.55	1.25
		EA		Elgin 5-2581		200	C	C	C		.55	1.25
		SO		Elgin 7-1488		100	C	C	C		.95	1.25
BATTLE CREEK, MICH.	STL	NO	Woodward 3-5027	Woodward 3-2611		200	A				.50	1.00
BAY CITY, MICH.	MBS	NO	Twinbrook 3-6391	See Saginaw, Mich.								
BEAUFORT, N. C.	MRI	FL	PA-8-4734	See Morehead City, N. C.								
BEATRICE, NEB.	BTE	FL	CA-3-5312	See Morehead City, N. C.		200			OMA		No Service Available	
BEAUMONT, TEX.	BPT	EA	2-0279	TE-5-7841		200	C	A	C	G	.55	1.50
		TT		TE-5-4273		150	C	A	C		.55	1.50
BECKLEY, W. VA.	BKV	PI	TE-5-1425	Clifford 2-2314		100	C	C	CVG		No Service Available	
BEVILL, TEX.	NIR	TT	FL 8-41137	FL-8-4727		150	C				No Service Available	
BELLEFOURTE, PA.	PSB	AL	Elgin 5-2030	EL 5-4797		200						
BELLINGHAM, WASH.	DLI	WC		See Philipsburg, Pa.		150	C	C	AC		No Service Available	
BELOIT, WISC.	JVL	NO	1400	Emerson 5-3473		200	C	C			No Service Available	
BEND, MINN.	BNI	NO	Emerson 5-8949	Plaza 1-5009		200	C	C			No Service Available	
BEND, ORE.	BOM	WA		Lincoln 8-2118		150	C	C	PIX		No Service Available	
BENTON HARBOR, MICH.	BEH	NO	WA 5-1173	WA 7-3118		200	C	C			No Service Available	
BERLIN, N. H.	BML	NE	211	Milan 2011	Seasonal	200	A		LWM		No Service Available	
BERMUDA	BDA	EA		5951		200			A			
		PAA		1-1050	50, 53	1100						
BETHLEHEM, PA.	ABE	AS		See Allentown, Pa.								
BETHEL, ALAS.	AS	AS									.35	.50
BIO SPRING, TEX.	BGS	CO		Alphur 4-8971		200	C		SAT	G	.40	1.00
BILLINGS, MONT.	BIL	FL		Alpine 2-3466		200	A	A	GTF	G	.50	1.25
		NW		Alpine 2-7161		200	A	A	GTF		.50	1.25
		WA		Alpine 2-5161		200	A	A	GTF		.50	1.25
BILLOXI, MISS.		EA	Idlewood 6-6447	See Gulfport, Miss.								
BIRMINGHAM, N. Y.	BOM	EA	Raymond 2-7266	9-1544		200	C	C	SYR	G	.45	.95
		FT		Birmingham 9-1591		10000	C	C	SYR		.50	1.00
		MO		7-1263		200	C	C	SYR		.50	1.00
		TW		9-1576		250	C	C	SYR		.50	1.00
BIRMINGHAM, ALA.	BHM	CA	Fairfax 4-7521	Worth 1-6192		250	A	A	C		.60	1.20
		DL		LYric 2-9605		400	A	A	C		.60	1.20
		EA		Worth 1-4631		200	A	A	C		.60	1.20
		SO		Worth 1-3737		100	A	A	C		.60	1.20
BISMARCK, N. D.	BIS	FL	CA 3-2272	Capital 3-3272		200	A	A	MSP		No Service Available	
		NW		Capital 3-5640		200	A	A	MSP		No Service Available	
		NO		Capital 3-7400		200	A	A	MSP		No Service Available	
BLOOMINGTON, ILL.	BMI	CE	4-3039	5-2840		200					.45	1.25
BLOOMINGTON, IND.	BMD	LC	3-738	Valley 5-2611		150	C					
BLUEFIELD, W. VA.	BLF	FL	Davenport 7-9217	Davenport 7-6141		100	C		INT	G	.50	1.00
BLYTHE, CALIF.	BLH	BL		1-1131		200	C	C	SAN		No Service Available	
BOALUSIA, LA.	BKA	UA	4-3556	Boise 3-2521		400	C	A	SPD	G	.40	1.00
BOISE, IDA.	BOI	WC		Boise 2-3661		150	A	A	GRG		.40	1.00
BORGER, TEX.	BGD	CN	NR 3-6311	BRoadway 3-2818		200	C	A	DAL		No Service Available	
BOSTON, MASS.	BOS	AA	Logan 7-1977	Liberty 2-5470		6000	A	A	AC	G	.75	1.50
		AET		Hubbard 2-2025		550						
		AL		LO 7-6107		200	A	A	AC		.70	1.40
		AF		Opley 7-5350		200	A	A	AC		.70	1.40
		AE		Liberty 2-9060		440	A	A	AC		.70	1.40
		BA		11, 8		1100	A	A	AC		.70	1.40
		BOAC		220		200	A	A	AC		.75	1.50
		EA		Logan 7-4666		200	A	A	AC		.75	1.50
		FT		Logan 7-6161		23	10000	A	AC		.55	1.25
		MO		E. Boston 7-6600		9, 3	200	A	AC		.75	1.50
		NA		Logan 7-7600		5, 52	200	A	AC		.75	1.50
		NE		Logan 7-8300		3, 6, 22, 55	200	A	AC		.75	1.50
		PAA		HU 2-1747		10, 50, 53, 15	5500	A	AC		.70	1.40
		TC		Liberty 2-6070		22	300	A	AC		.70	1.40
		TW		Opley 7-7225		8, 55, 90	400	A	AC		.75	1.50
		UA		Logan 7-4500		10, 15, 53, 6	6000	A	AC		.75	1.50
BOULDER CITY, NEV.	BID			See Las Vegas, Nev.								
BOWLING GREEN, KY.	BWG	EA	VI 3-6711	VI-2-1601		200	A	A	BNA	G	.35	.50
BOZEMAN, MONT.	BZN	NW	JU 6-9666	Juniper 6-6026		200	C	C	GTF		No Service Available	
BRADENTON, FLA.	BRQ	AL	BR 3-6601	See Sarasota, Fla.								
BRADFORD, PA.	BRD	AL	4114	FD 2-3558		200	C				.65	1.90
BRADY, TEX.	BBD	TT	7464	2110		200	C				No Service Available	
BRAND, MINN.	BBD	NO		5531		200	C	C			No Service Available	
BRANDON, MAN.	YBR	TC		5328		200	C	C	C		.50	1.00
BRICKENRIDGE, TEX.	BKD											
BRIDGEPORT, CONN.	BOR	AL	Edison 4-5131	DR 8-4407		200	A		C	G	.60	1.35
BURLINGAME, CALIF.	BUR	CA		South 4-6101		150	C		INT	G	.50	1.10
BURLINGAME, CALIF.	BUR	PI		South 4-2123		100	C	C	INT	G	.50	1.10
BURLINGAME, CALIF.	BUR	SO		South 4-3149		200	C	C	INT	G	.50	1.10
BURLINGAME, CALIF.	BUR	NO		Myrtle 2-2721		200	A	A	OMA		No Service Available	
BURLINGAME, CALIF.	BUR	BN	Lincoln 2-3553	Lincoln 2-7431		200	A	A	AC		.35	.75
BURLINGAME, CALIF.	BUR	EA	Lincoln 6-1694	Lincoln 6-1694		200	A	A	AC		.35	.75
BURLINGAME, CALIF.	BUR	PAA	2-5360	4-2		5500	A	A	AC		.35	.75
BURLINGAME, CALIF.	BUR	TT	MI 3-4358	6882		150	C		DAL		No Service Available	
BURLINGAME, CALIF.	BUR	DL	Amherst 5-2752	107		200	C	C	C	G	.40	.85
BURLINGAME, CALIF.	BUR	EA		Melrose 8-3861		19	200	C	C		.40	.85
BURLINGAME, CALIF.	BUR	CO	TA 2-2309	VI-6-4789		200	C	C	SAT		.55	1.10
BURLINGAME, CALIF.	BUR	AA	Plaza 9333	N.F. 3-4800		6000	A	C	AC	G	.50	1.65
BURLINGAME, CALIF.	BUR	CA		N.F. 3-2240		250	A	C	AC		.50	1.65
BURLINGAME, CALIF.	BUR	FT		TR 6-9055		10000	A	C	AC		.50	1.65
BURLINGAME, CALIF.	BUR	LC		NF 3-8282		150	A	C	AC		.50	1.65
BURLINGAME, CALIF.	BUR	MO		N.F. 2-3000		200	A	C	AC		.50	1.65
BURLINGAME, CALIF.	BUR			See Los Angeles, Calif.								
BURLINGAME, CALIF.	BUR	WC		Orchard 8-7402		150	A	A	GPT		No Service Available	
BURLINGAME, CALIF.	BUR	OZ		Plaza 2-4262		200	A	C	PIA		.50	1.50
BURLINGAME, CALIF.	BUR	EA	University 4-9875	4-6814		200	A	C	AC		No Service Available	
BURLINGAME, CALIF.	BUR	NE		4-5745		200	A	C	AC		No Service Available	
BURLINGAME, CALIF.	BUR	WC		5101		150	C	C	PIX		No Service Available	
BURLINGAME, CALIF.	BUR	NW	HU 3231	6489		200	A	A	GTF	G	.55	1.35
BURLINGAME, CALIF.	BUR	WA		6555		200	A	A	GTF		.55	1.35
BURLINGAME, CALIF.	BUR	TC		Amherst 9-1381		1500	C	C	C		.50	1.00
BURLINGAME, CALIF.	BUR	CP		Amherst 2-4970		200	C	C	C		.50	1.00
BURLINGAME, CALIF.	BUR	WA		Chestview 7-0176		200	C	C	C		.50	1.00
BURLINGAME, CALIF.	BUR	WC		Chestview 7-0795		54	150	C	C		.50	1.00
CAMBRIDGE, MD.	ESN	TT		See Easton, Md.								
CAMDEN, ARK.	CDN	TT	Temple 6-3561	TE-6-5784		150	C				No Service Available	
CAMDEN, N. J.	PAL	AL	WO 3-0290	SA 9-6650		200						
CANTON, OHIO	CAK		OL 5-0281	See Philadelphia, Pa.								
CAPE GIRARDEAU, MO.	CGI			See Akron, Ohio								

AIR CARGO

U.S.A. AND CANADIAN CITY DIRECTORY						CAPE MAY-COLUMBUS						
CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
CAPE MAY, N. J.	WVD	AL			(Seasonal)							
CARLEBAD, N. M.	CNM	CO	5-3836	Tulero 5-2992	3	200	C	C	ELP		No Service Available	
CASPER, WYO.	CPR	FL	3-4034	23 4-7135	3,9	200	C	C	DEN		.50	1.35
		WA		23 5-2721	6	200	C	C	DEN		.55	1.35
CASTLEGAR, B. C.	YOG	CP			9	200	C	C				
CEDAR CITY, UTAH	CDC	BL		Juniper 6-9741	54	200	C	C	LAX		No Service Available	
CEDAR RAPIDS, IOWA	CID	UA	Empire 3-2647	Empire 4-2481	6,5,10	400	C	C	OMA	G	.55	1.10
		OZ		Empire 2-1103	3,54	200	C	C	OMA	G	.55	1.10
CHADRON, NEB.	CDR	FL		HE-2-2055	3	200	C	C	DEN		No Service Available	
CHAMPAIGN, ILL.	CMJ	OZ	FL 6-9561	6-7271	3,54	200	C	A			.65	1.25
CHARLESTON, ILL.		DI	5-6261		See Mattoon, Ill.							
CHARLESTON, S. C.	CHS	DL	Sherwood 7-3637	4-2567	9	300	A	C	C	G	.75	1.50
		EA		4-3311	19,9,10	200	A	C	C		.75	1.50
		NA		Sherwood 4-4256	9,6	400	A	C	C		.75	1.50
CHARLESTON, W. VA.	CRM	AA	Dickens 6-0351	Dickens 6-6204	9	500	A	A	CVG	G	.55	1.45
		CA		DI 2-8007	3,22,8	250	A	A	CVG		.55	1.45
		EA		Dickens 6-0308	10,19	200	A	A	CVG		.55	1.45
		PI		Dickens 6-0691	3	100	A	A	CVG		.55	1.45
		LC		Dickens 3-9418	3	150	A	A	CVG			
CHARLOTTE, N. C.	CLT	CA	Express 2-1438	Express 9-0773	3,22	150	A	A	INT	G	.50	1.25
		EA		Express 9-0487	1A,5,10	4000	A	A	INT		.50	1.25
		DE		Express 9-3331	7,19,9,10,52	500	A	A	INT		.50	1.25
		SO		Express 9-3371	3	100	A	A	INT		.50	1.25
		SO		Express 9-7474	3	100	A	A	INT		.50	1.25
CHARLOTTETOWN	YYQ	MAR		7361	1,3,4	500	A	A	A			
CHARLOTTESVILLE, VA.	CHO	PT	2-2439	3-5158	3	100	C	C	DCA		.70	1.40
CHATTANOOGA, TENN.	CHA	BN	Almerst 6-3214	MA-2-3701	9	200	C	C	C	G	.65	1.30
		CA		MA 9-3103	22,8	250	C	C	C		.65	1.30
		DL		Oxford 8-7623	9	400	C	C	C		.65	1.30
		EA		MA-9-6101	19,9,7,52	200	C	C	C		.65	1.30
		SO		Oxford 8-8519	3	200	C	C	C		.65	1.30
CHEYBOGAN, MICH.	PLN	NO	MA 7-2302	MA 7-4572	See Pellston, Mich.							
CHEYENNE, WYO.	CYS	FL	8-8914	63 2-0551	3	200	A	C	DEN	G	.60	1.25
CHICAGO, ILL.		WA		63 8-8916	6	200	A	C	DEN		.60	1.25
Midway Airport	MW	AA	Harrison 7-9700	Ludlow 1-1144	9,5,15,10,52	10000	A	A	AC	G	.70	1.75
		AF		State 1-1250	7	200	A	A	AC		.70	1.75
		BN		Portsmouth 7-5028	1,5,52	2000	A	A	AC		.70	1.75
		CA		Portsmouth 7-2266	3,4,22	250	A	A	AC		.70	1.75
		CMA			5		A	A	AC			
		CO		Gladstone 5-6310	10,22	200	A	A	A		.70	1.75
		DL		Portsmouth 7-1900	9,5,10,1A,55	6000	A	A	AC		.70	1.75
		EA		Ludlow 1-0780	10,7,19,52,9,23	4000	A	A	AC		.70	1.75
		FT		Portsmouth 7-8200	23	10000	A	A	AC		.70	1.75
		LG		Portsmouth 7-7180	3	150	A	A	AC		.70	1.75
		LH		AMover 3-6670	3		A	A	AC		.70	1.75
		NO		Ludlow 5-1020	3,9	200	A	A	AC		.70	1.75
		NW		Randolph 6-9562	13,6,52,15A	2000	A	A	AC		.70	1.75
		OZ		Ludlow 5-1952	3,54	200	A	A	AC		.70	1.75
		RD		Ludlow 2-4040	1	10000	A	A	AC		.70	1.75
		TC		Randolph 6-3644	22	500	A	A	AC		.70	1.75
		TV		Dearborn 2-7666	8,7,23	7500	A	A	AC		.70	1.75
		UA		Portsmouth 7-5100	5,15,10,6	6000	A	A	AC		1.00	2.00
O'HARE FIELD	ORD	AA	GL 5-4340	Gladstone 5-4636	5,9,15,50,500,52	6000	C	A	C	G	.70	1.75
		BA		Dearborn 2-7744	10	1100	C	A	C		.70	1.75
		BN		Gladstone 5-4310	50	500	C	A	C		.70	1.75
		CA		Portsmouth 7-2266	3,4,22	250	C	A	C		.70	1.75
		CO		National 5-5445	50	500	C	A	C		.70	1.75
		DL		National 5-6602	9,53	300	C	A	C		.70	1.75
		EA		Reliance 5-2211	19,52,53a	200	C	A	C		.70	1.75
		NO		Ludlow 5-1020	3	200	C	A	C		.70	1.75
		NW		NA 5-8400	6,10,52	300						
		PAA		Dearborn 2-4924	50,53,15	5500	C	A	C		.70	1.75
		TV		Dearborn 2-7666	8,50,55	400	C	A	C		.70	1.75
		UA		Portsmouth 7-5100	5,10,6,53,500	400	C	A	C		1.00	2.00
CHICO, CALIF.	CIC	PC		Fireside 2-3007	3,54	200	C	C	SFO		No Service Available	
CHISHOLM, MINN.	---	GL	4-4231		See Hibbing, Minn.							
CINCINNATI, OHIO	CVG	AA	Dixie 1-8700	Dixie 1-5600	9,5,10,15,52,500	6000	C	C	C	G	.65	1.60
		DL		Dixie 1-5884	9,1A,5,10,19,55	400	C	C	C		.65	1.60
		EA		Dixie 1-4900	3,10	200	C	C	C		.65	1.60
		LG		Dixie 1-4450	3,9	150	C	C	C		.65	1.60
		PI		Garfield 1-1315	3	100	C	C	C		.65	1.60
		TV		Dixie 8974	8	250	C	C	C		.65	1.60
CLARKSBURG, W. VA.	CKB	LC	MA 4-5641	Victor 3-3931	3	150	C	C	PIT			
CLARKSTON, WASH.	LWS	OZ	MI 7-5721	IDlewod 9-5188	See Lexiston, Idaho						No Service Available	
CLARKSVILLE, TENN.	CKV	AL	3-9321	DI 2-1670	See Phillipsburg, Pa.						No Service Available	
CLEARFIELD, PA.	PSB				See St. Petersburg, Fla.							
CLEARWATER, FLA.	PTE											
CLEVELAND, OHIO	CLE	AA	Orchard 1-1947-8	Orchard 1-5421	9,5,10,50C,15	6000	A	A	AC	G	.85	1.95
		AL		CL 2-0216	3,19	200	A	A	AC		.85	1.95
		CA		Clearwater 1-0913	4,8,22	250	A	A	AC		.85	1.95
		EA		Clearwater 1-8870	9,7,19,52,10	200	A	A	AC		.85	1.95
		FT		Winton 1-5777	23	10000	A	A	AC		.85	1.95
		LC		Clearwater 2-3050	3	150	A	A	AC			
		NW		Winton 1-2442	6,52	200	A	A	AC		.85	1.95
		RD		Clearwater 2-4270	1	6000	A	A	AC		.85	1.95
		TC		Superior 1-5595	22	400	A	A	AC		.85	1.95
		TV		Winton 1-9700	8	250	A	A	AC		.85	1.95
		UA		Clearwater 1-5200	5,15,6,10,50C	6000	A	A	AC		.85	1.95
		NO		TOver 2-0216	9	200	A	A	AC	G	.85	1.95
CLINTON, IOWA	CWI	OZ	Chapel 2-6522	Chapel 3-2122	3,54	200	C				No Service Available	
CLINTONVILLE, WISC.	CLI	NO	VA 3-3623	VA 3-3133	3	200	C	C			No Service Available	
CLOVIS, N. M.	CVS	CO	Porter 3-7011	Porter 3-6212	22	200	C	C	ELP		.40	1.85
CODY, WYO.	COD	FL	1186	58 7-6644	3	200			GTF		No Service Available	
COEUR D'ALENE, IDA.	COE	WC		Monhawk 4-5113	3	150	C	C	GEE		No Service Available	
COLLEGE STATION, TEX.	CIL				See Bryan, Tex.							
COLORADO SPRINGS, COLO.	COS	BN	Melrose 5-2908	Melrose 4-6321	9,5	200	A	C	DEN		No Service Available	
		CN		Melrose 5-1586	3	150	A	C	DEN	G	No Service Available	
		CO		Melrose 4-6688	3,22,10	200	A	C	DEN		No Service Available	
		DL		Gibson 3-5457	3,54	200			A		No Service Available	
		EA		Alpine 2-8682	4-1186	400	C	C	ATL	G	.60	1.20
		EA		6-1603	19	200	A	C	ATL		.60	1.20
		DL		Fairfax 2-5938	9,3	400	C	A	ATL	G	.50	1.00
		EA		Fairfax 7-2625	19,9	200	C	A	ATL		.50	1.00
		SO		Fairfax 4-2493	3	200	C	A	ATL		.50	1.00
		SO	FA 8-1241	Fairfax 8-4900	3	100					No Service Available	
		AA	Capital 4-2211	Belmont 1-8277	9,5	600	A	C	C	G	.70	1.75
		DL		5	3,54	300	A	C	C			
		EA		Belmont 1-4529	8,9,10,8	200	A	C	C		.70	1.75
		LC		Belmont 5-1115	15	150	A	C	C			
		PI		Belmont 7-2585	3	100	A	C	C	G	.70	1.75
		TV		Capital 1-7866	8,7	250	A	C	C		.70	1.75
		UA		Belmont 7-3711	5,6,10	400	A	C	C		.70	1.75

COLUMBUS

Delivery

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U.S.A. AND CANADIAN CITY DIRECTORY

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
CONCORD, N. H.	CON	NE	Capitol 5-5909	Capital 5-9531	3	200	A	A	PM		No Service Available	
COOS BAY, ORE.	OTH		Co 7-6218		See North Bend, Ore.						No Service Available	
CORBIN, KY.	LOZ				See London, Ky.							
CORNOVA, ALASKA	CDV	PN		15	4,8						1.00	1.00
CORINTH, MISS.	CHH	SO	2-0766	286-8417	3	100			MEM		No Service Available	
CORNING, N. Y.	ELM	LN			See Elmira, N. Y.							
CORONA, CALIF.	CMF	LN			20	200						
CORPUS CHRISTI, TEX.	CRP	BN	Tulip 2-7421	TU-3-8631	9	500	A	A	C	G	.50	1.00
		FL		TU-4-0331	19,9	200	A	A	C		.50	1.00
		TX		TU-2-7458	3	150	A	A	C		.50	1.00
		TT		Logan 5-3423	3	200	C		DEN		No Service Available	
CORTEZ, COLO.	CEZ	PL	3-8611		See Albany, Ore.						.25	.60
CORVALLIS, ORE.	CVO	CP		JU-6-4844	9	200	C	C	C		No Service Available	
CRANBROOK, B. C.	YXC	PC		Ingersoll 4-3221	3,19,54	200	C	C	OTH		No Service Available	
CRESCENT CITY, CALIF.	CEC	WC		WE-8-4163	3	150	C	C	A		.35	.75
CUT BANK, MONT.	CTB	AA	Riverside 2-5431	Fleetwood 7-7391	9,5,15,10,52,50	10000	A	A	C	G	.45	1.25
DALLAS, TEX.	DAL					(6000 Via DL Interchange)						
		BN		Fleetwood 1-5522	52,5,9,1,6,10,50,15	6000	A	A	C		.55	1.40
		CO		Fleetwood 2-5601	9,3	200	A	A	C		.55	1.40
		CH		Fleetwood 2-2609	3	200	A	A	C		.55	1.40
		DL		Fleetwood 2-2631	1A,5,10,8,53,22,95	6000	A	A	C		.55	1.40
		TY		Fleetwood 1-5334	3	150	A	A	C		.55	1.40
DANVILLE, ILL.	DNV	LC	110	Hickory 6-4727	3	150	C				.60	1.25
		OZ		2711	3,54	200					.55	1.10
DANVILLE, VA.	DAN	EA	SW 2-1811	7640	19	200	C	C	RIC	G	.55	1.10
		PI		SW-2-8571	3	100	C	C	RIC		.55	1.10
DAVENPORT, IOWA	MLI	CP	3-5133		See Moline, Ill.							
DAWSON CITY, Y. T.	YDA	CP		CPA	3	200			C		.25	.60
DAWSON CREEK, B. C.	YDC	CP		55	6,9		C	C			.25	.60
DAYTON, OHIO	DAY	AA	Twin Oaks 8-6581	Twin Oaks 8-5511	9,5	500	C	A	C	G	.60	1.45
		DL		Twin Oaks 8-4841	10,9	300	C	A	C		.60	1.45
		LC		Twin Oaks 8-3631	3,9	150	C	A	C		.60	1.45
		TV		RE-4053	8,7,55	400	C	A	C		.60	1.45
		UA		TW-8-3692	5,10	400	C	A	C		.60	1.45
DAYTONA BEACH, FLA.	DAB	EA	CL 2-4248	Clinton 3-6541	19,9,8,7,10	200	A	A	JAX	G	.70	1.50
		NA		Clinton 2-0566	9,6	200	A	A	JAX		.70	1.50
		SO		Elgin 3-2690	3	100					No Service Available	
DECATUR, ALA.	DCU	OZ	4-251	3-7741	3,54	200					.45	1.10
DECATUR, ILL.	DEC	OZ	CO 21-F		See Montrose, Colo.							
DELTA, COLO.	MTJ				See Sherman, Tex.							
DENISON, TEX.	SMI	BN	Tabor 3-6219	East 2-7761	5,9,52	500	A	A	C	G	.55	1.30
DENVER, COLO.	DEN	CN		Dexter 3-4228	3	200	A	A	C		.55	1.30
		CO		East 2-7771	3,5,10,22,50	200	A	A	C		.55	1.30
		FL		Florida 5-3515	3,9	200	A	A	C		.55	1.30
		TV		Dudley 8-1606	8,7,55	400	A	A	C		.55	1.30
		UA		Dexter 3-7792	15,6,10,53,50C,5	6000	A	A	C		.65	1.50
		WA		East 2-1833	6	200	A	A	C		.55	1.30
DE RIDDER, LA.	DDI	TT									.50	1.00
DES MOINES, IOWA	DSM	BN	Atlantic 2-1864	CH-3-0711	9,5	500	A	A	OMA	G	.55	1.25
		OZ		Atlantic 8-3654	3,54	200	A	A	OMA		.55	1.25
		VA		Atlantic 8-6711	6,10,5	400	A	A	OMA		.55	1.25
DETROIT, MICH.		CA	Hunter 2-0888	LO 2-2555	3,4,8,22	250	A	A	AC		.75	1.85
(Willow Run)	YIP	EA		Logan 3-8400	9,7,10,19,32	200	A	A	AC		.75	1.85
		LC		Hunter 2-8481	3,9	150	A	A	AC		.75	1.85
		MO		Hunter 3-3410	9,3	200	A	A	AC		.75	1.85
		NO		Hunter 2-0620	3,9	200	A	A	AC		.75	1.85
		TV		Woodward 2-7272	8,7,50	400	A	A	AC		.75	1.85
		UA		Hunter 3-3440	5,10,15,50C,53	6000	A	A	AC		.75	1.85
DETROIT (Metropolitan-Wayne County)	DTW	AA	CR 8-5064	Hunter 2-6890	9,5,15,10,52,50	6000	A	A	C	G	.75	1.85
		AL		Whitney 1-2900	3,19	200	A	A	AC		.75	1.85
		BOA		Woodward 3-3435							.75	1.85
		DL		Crestwood 4-1500	53,5,9	400	A	A	C	G	.75	1.85
		FT		Logan 2-9520	23	10000	C	A	AC		.75	1.85
		NW		Woodward 2-7110	6,10,52,15A	2000	A	A	AC		.75	1.85
		PAA		Woodward 3-0800	50,53,15	500	A	A	AC		.75	1.85
		RD		Crestwood 8-1300	1A	6000	C	A	AC		.75	1.85
DEVILS LAKE, N. D.	DVL	NO		McHawk 2-2721	3	200	C	C			No Service Available	
DICKINSON, N. D.	DIK	FL		22 4-5372	3	200	A	C	GFK		No Service Available	
DISNEYLAND, CALIF.		LC			20	200						
DODGE CITY, KAN.	DDC	CO	Hunter 3-4221	Hunter 3-3321	3	200	C	C	MKC	G	.65	1.25
DOTHAN, ALA.	DHN	EA	5-1200	5-1200	19,9	200	A	A	PFN	G	.55	1.10
		SO	Sycamore 2-2075	3	100	A	A	A	PFN		.55	1.10
DOUGLAS, ARIZ.	DUG	AA	Empire 4-3437	5	250	C	C	C	AC	G	.35	.75
DOVER, OHIO	FHD	LC	4-2985	New Philadelphia 4-2729	3	150						
DUBOIS, PA.	PSB	AL	2-3694	Davis 8-2600	3,19	200	C		PHL		No Service Available	
DUBUQUE, IOWA	DRQ	OZ		3-9441	3,54	200	C	A			.65	1.50
DULUTH, MINN.	DLH	NO	Randolph 2-4423	Randolph 7-8747	3,9	200	C	C			.70	1.50
DUNCAN, OKLA.	DUC	CN	707	Alpine 5-5800	3	200	A	C	DAL		No Service Available	
DURANGO, COLO.	DRO	FL		Cherry 7-2395	3,9	200	C	C	DEN		.70	1.45
DURHAM, N. C.	DRU	EA	6-171	3-9241	7,8,19	200	C	A	C	G	.70	1.50
		PI		3-9241	3	100	C	C				
		TC		22	200	C	C	C	BDU-R	G	No Service Available	
DARTMOUTH, ONT.	YXR											
DARTMOUTH, N. B.	YAB											
EAU CLAIRE, WISC.	EAU	NO	Temple 2-1658	Temple 4-1244	3,9	200					No Service Available	
EDINBURG, TEX.	EMK	TT	DU 3-2512	MU-6-3707	3	150	C				No Service Available	
EDMONTON, ALTA.	YXD	TC		28131	13,3,12,22,7A	1000	C	C	C		.50	1.00
		NW		55-2120	6,10	200	C	C	C		.50	1.00
		WA		29 9-7266	6	200	C	C	C		.50	1.00
		CP		554171	1,3,9	1000	C	C	C		.50	1.00
ELI CENTRO, CALIF.	VPS	SO		2-5111	3	200					.75	1.50
EL CENTRO, CALIF.	IPL	BL		Elgin 2-4218	54	200	C	C	SAN		No Service Available	
EL DORADO, ARK.	ELD	TY	UNION 3-5767	UN-3-7273	3	150	C		MEM		.50	1.00
ELIZABETH CITY, N. C.	ECG	PI	2-994	6298	3	100	C	C	C		.40	1.00
ELKINS, W. VA.	EKN	LC	201	820	3,9	150	C		PIT		No Service Available	
ELMO, NEV.	EKO	UA		REpublic 8-5121	9	200	C	A	SFO		No Service Available	
ELMIRA, N. Y.	ELM	NO	Regent 4-8138	RE 9-3686	3	150	C	A	SYR	G	.40	1.10
		CA		9-3656	5,10,52	200	C	C	STR		.40	1.10
EL PASO, TEX.	ELP	AA	Prospect 2-4491	Prospect 8-3301	3,5,6,22,10	400	A	C	AC	G	.50	1.25
		CO		Prospect 8-1951	3	150	A	C	AC		.50	1.25
		TT		3-1233	9	200	C	A	AC		.50	1.25
ELY, NEV.	ELY	CA		Amhurst 4-4478	3	200	C	A	SFO		No Service Available	
EMID, OKLA.	WDG	CN	Adams 7-5759	Adams 4-5474	3	200	C	A	MKC		No Service Available	
EMERY, WASH.	EPH	WC	Skyline 4-4311	Skyline 4-2522	3	150			C	GEG	No Service Available	
EMT, PA.	ERI	AL	Glendale 2-3623	TE 3-9864	3,19	200	C	A	C	G	.40	1.10
		CA		3-1129	3	250	C	A	C		.40	1.10
		LC		Temple 8-2034	3	150	C	A	C		.40	1.10
		MO		3-7754	9	200	C	A	C		.40	1.10
ESCAMADA, MICH.	ESC	397		State 6-1362	3	200	C	A			No Service Available	
ESKANE, ORE.	EUG	UA		Diamond 4-4221	9	300	A	A	OTH	G	.45	.95
		WC		Diamond 5-8506	3	150	A	A	OTH		.45	.95
ETREKA, CALIF.	ACV	PC		Terrace 9-1521	3,19,54	200	C	C	C		No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY											EVANSVILLE-HARLINGEN		
CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery		
											Per 100 Lb.	Minimum	
EVANSVILLE, IND.	EVV	DL	Harrison 5-7285	Harrison 4-4771	9	300	A	A	C	G	.55	1.60	
		EA		Harrison 2-7880	9,19,10	200	A	A	C		.55	1.60	
FAIRBANKS, ALASKA.	FAI	AS		Harrison 3-7746	3,5	1000	A	A	C		1.00	2.00	
		NC		4220	3,5								
		PA		3262	6,50,53	1100							
		CP		2198		200			MSP		No Service Available		
FAIRMONT, MINN.	FIM	NO		2246	See Clarksburg, W. Va.								
FAIRMONT, W.VA.	FKB	NO			See New Bedford, Mass.								
FALL RIVER, MASS.	EWB	FA	OE 7-9341	Adams 2-3234	3	200	A	A	MSP		No Service Available		
FARGO, N. D.	FAR	NO	AD 5-5503	5-4277	6	200	A	A	MSP		No Service Available		
		NW		Davis 5-0681	3,9	200	C	A	MSP		No Service Available		
FARMINGTON, N. M.	FMN	FL	Davis 5-2732	Hillcrest 2-7306	3	200	C	A	MKC		.45	1.00	
FAYETTEVILLE, ARK.	FYN	CN	Hillcrest 2-2641	Hemlock 2-8157	9	200	C	A	RDU	G	.55	1.00	
FAYETTEVILLE, N. C.	FAY	NA	Hemlock 2-7171	Hemlock 2-4171	3	100	A	A	RDU		.55	1.00	
		FI		2-6785	3	200	C	A	ORH		No Service Available		
FITCHBURG, MASS.	FIT	NE	Diamond 2-4032	Prospect 4-7373	54	200	C		DUG		No Service Available		
FLAGSTAFF, ARIZ.	FLG	BL		Prospect 4-6601	3	200	C		DUG		No Service Available		
		FL		CEdar 5-4037	3,4,22	250	C		YIP		.50	1.50	
FLINT, MICH.	FNT	CA	CEdar 2-3167	See Sheffield, Ala.						G			
FLORENCE, ALA.	MSL	AT	AT 2-3201	5255	19	200	C	A	CHS	G	.35	.75	
FLORENCE, S. C.	FLO	EA	Monk 9-6355	20	200						No Service Available		
FONTANA, CALIF.	FON	LX		1,3,6,9	400								
FORESTVILLE, P. Q.	YFE	CP		See Clarksville, Tenn.							No Service Available		
FORT CAMPBELL, KY.				3,54	200								
FORT DODGE, IOWA	FOD	OZ	5-8611	5-0431	1,3,6,9	200					No Service Available		
FORT GOOD HOPE, N.W.T.													
FORT LAUDERDALE, FLA.	FLL	NE	Jackson 2-4701	Jackson 4-8631	6,55	200	C	A	AC		.80	1.60	
		EA		Jackson 3-8546	7	200	C	A	AC		.90	1.80	
		NA		Jackson 4-2503	6	200	C	A	AC		.80	1.60	
		NW		Jackson 2-1486	52	200	C	C	TPA		.50	1.00	
FORT MYERS, FLA.	FMY	RD	Edison 2-8571	Westmore 6-2103	9,52	400	C	C	TPA		.50	1.00	
		CP		Edison 2-8061	6,9	200		C	C				
FORT NELSON, B. C.	YNE	RD		Vero Beach 2345	6000						No Service Available		
FORT PIERCE, FLA.	FFR	RD		2-6159									
FORT RILEY, KAN.	MRK	BN	8127	See Manhattan, Kan.									
FORT SILL, OKLA.	LAW	CN	Sunset 3-4139	See Lawton, Okla.									
FORT SMITH, ARK.	FSM	BN	Sunset 3-5171	200	A	A	A	MEM			.40	.85	
		CN	Sunset 2-3004	200	A	A	A	MEM			.40	.85	
FORT STOCKTON, TEX.	FST	TT	ND 6-4271	157	500	C		ELP			No Service Available		
FORT ST. JOHN, B. C.	XYJ	CP		117	6,9	500		C					
FORT WAYNE, IND.	FWA	DL	Anthony 3-476	Harrison 3352	9	200	A	C	TOL	G	.75	1.50	
		TM		Harrison 2204	8	250	A	C	TOL		.75	1.50	
		UA		Sherwood 3133	6,5	400	A	C	TOL		.75	1.50	
FORT WILLIAM, ONT.	YQT	TC		2-0641	22	400	C	C	C		.50	1.00	
FORT WORTH, TEX.	ACF	AA	Edison 2-2301	Atlas 4-2551	9,5,10,50,52,53A	600	A	A	DAL	G	.55	1.35	
		BN		Atlas 4-3261	9,5,10	500	A	A	DAL		.55	1.35	
		CO		Atlas 4-3861	3,22	200	A	A	DAL		.55	1.35	
		CN		Atlas 4-2971	3	200	A	A	DAL		.55	1.35	
		DL		Atlas 4-6611	9,5,10,53A	400	A	A	DAL		.55	1.35	
		TT		Atlas 4-3465	3	150	A	A	DAL		.55	1.35	
FRANKLIN, PA.	FKL	AL	Idlewood 2-8116	ID 2-2264	3	200	C				.50	1.50	
FRANKFORT, KY.	FFT	PI		Capital 7-9636	3	100	C	C	SDF		No Service Available		
FREDERICTON, N. B.	YFC	TC		6613	22	200	C	A	C		.50	1.00	
FRESNO, CALIF.	FAT	TV	Amherst 4-2843	Adams 7-6174	8	250	A	A	SFO	G	.60	1.50	
		UA		Clinton 1-5522	9	300	A	C	SFO		.60	1.50	
FROBISHER BAY.		MAR			1,3,4	500							
FULLERTON, CALIF.	FUL	LX		LI-6-5285	20	100					.70	1.40	
GADSDEN, ALA.	GAD	SO	LI 3-2556	FR 2-0481	19	20	A	C	JAX		.50	1.00	
GAINESVILLE, FLA.	GNV	FL	Franklin 6-3033	Union 3-3312	3	200	C	A	ELP		No Service Available		
GALLUP, N. M.	GUP	TT	SO 3-8891	5-5062	3	150					.50	1.00	
GALVESTON, TEX.	GLS	AS		723	10	500	C	C	A				
GAMBELL, ALASKA	GAM	PAA		935	3,1,4	500	A	A	A				
GANDER, NGLD.	YGX	MAR			15		C	C	A				
		SK			723	600	C	C	A				
		SN			913	13,7A,22	500	C	A		.50	1.00	
		SR			713	8,7	250	C	A		No Service Available		
		TC			BRIDGE 6-5132	3	200	C	C	DEN	No Service Available		
GARDEN CITY, KAN.	GCK	CO	3641	See Longview, Tex.							No Service Available		
GLADEWATER, TEX.	GOG	FL		Academy 8-2446	3	200	C	C	GTF		No Service Available		
GLASGOW, MONT.	OGW	FL		Empire 5-3146	3	200	A	A	GTF		No Service Available		
GLENDIEVE, MONT.	GDV	EA		3-2527	19,8	200	C	C	ALB		.55	1.35	
GLENS FALLS, N. Y.	GFL	MO		2-1184	3	200	C	C	ALB		.55	1.35	
GOOSE BAY, LAB.	YYR	MAR		TCA	13	1000					No Service Available		
				6-2121									
GRAND CANYON, ARIZ.	VLE	BL		Valle 3	(Seasonal)	200					No Service Available		
GRAND FORKS, N. D.	GPK	NW	4-7771	4-4629	6	200	C	A	A		No Service Available		
		NO		2-1711	3	200	A	A	A		No Service Available		
GRAND ISLAND, NEB.	GRI	FL	DU 2-3216	DU-2-2750	3,9	200	A	C	DEN		No Service Available		
GRAND JUNCTION, COLO.	GJT	FL	Chapel 3-2532	Chapel 2-5879	3,9	200	C		DEN		.80	1.10	
		UA		Chapel 3-3112	6	200	C		DEN		.80	1.10	
GRANDE PRAIRIE, ALTA.	YQU	CP		2031	9	200	C	C					
GRAND RAPIDS, MICH.	ORR	CA	Cherry 3-5689	Cherry 3-0108	3,4,22	250	A	A	MKG	G	.55	1.35	
		FT		Cherry 1-2221	Served through DTW						.65	1.25	
		LC		Cherry 1-4477	3	150	A	A	MKG		.55	1.35	
		NO		GL 2-6985	3	200	A	A	MKG		.55	1.35	
GREAT BEND, KAN.	GBD	CO	GL 3-4431	Gladstone 3-4776	3	200	C	C			No Service Available		
GREAT FALLS, MONT.	GTF	NW	Glendale 3-5468	Glendale 3-6501	32	200	A	A	AC	G	.55	1.00	
		FL		Glendale 3-4844	3	200	A	A	AC		.55	1.00	
		WA		Glendale 3-4355	6	200	A	A	AC		.55	1.00	
		WC		Glendale 4-1396	3	150	A	A	AC		.55	1.00	
GREEN BAY, WISC.	GRB	NO	Hemlock 2-7799	Hemlock 5-5366	3,9	200	C	C	C		.60	1.35	
GREENSBORO, N. C.	GSO	CA	Broadway 3-1941	CY 9-0334	3,22	150	C	A	INT	G	.75	1.50	
		EA		CYpress 9-1131	19,9,7,52	200	A	A	INT		.75	1.50	
		PI		CY-9-2141	3	100	C	A	INT	G	.75	1.50	
GREENVILLE, MISS.	GLH	SO	2-8195	2-2612	3	100	C				No Service Available		
GREENVILLE, S. C.	GRL	DL	CEdar 2-3851	Cedar 2-8213	9	200	A	A	ATL	G	.40	.85	
		EA		9-3061	19,9,8,52,7	200	A	A	ATL		.40	.85	
		SO		Cedar 3-0173	3	100					.40	.85	
GREENWOOD, MISS.	GRW	SO	123	Edison 2-2612	3	100	A	A	MEM		No Service Available		
GREENWOOD, S. C.	GRD	SO	Richard 3-3156	9-3191	3	100					No Service Available		
GRINDSTONE		MAR			1,3,4	500							
GULFPORT, MISS.	GPT	SO	University 3-3891	University 4-2323	3	100	C	C	C		.55	1.10	
GUYMON, OKLA.	GUY	CN		672	3	200					.50	1.00	
GUNNISON, COLO.	GUC	FL		145	3	200	A	C	DEN		No Service Available		
HAGERSTOWN, MD.	HGR	AL	Regent 9-6410	Regent 3-6700	3,19	200				G	.50	.75	
HAILEY, IDA.	HAI	WC		340	3	150			GGG				
HALIFAX, N. S.	YXF	TC		2-7411	13,22,7	1000	C	C	C		.50	1.00	
		MAR		6-2306	3,1,4	500	A	A	A		1.10	2.00	
HAMILTON, ONT.	YYZ	TC	Jackson 2-4546	7,12,13,22,53					A				
HAMPTON, VA.	PHF			See Newport News, Va.									
HANCOCK, MICH.				See Houghton, Mich.									
HANNIBAL, MO.	HNN		881	See Quincy, Ill.									
HARLINGEN, TEX.	HRL	TT	GA 3-0038	GA 3-4200	3	150			SAT		.50	1.00	

HARRISBURG

Delivery

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U.S.A. AND CANADIAN CITY DIRECTORY

HARRISBURG-KANSAS CITY

U.S.A. AND CANADIAN CITY DIRECTORY												
CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
HARRISBURG, PA.	HAR	AL	Cedar 8-5244	Cedar 8-9426	3,19.	200	A	C	BAL	G	.40	1.35
		CA		Cedar 6-7995	3	150	A	C	BAL		.40	1.35
		TV		Cedar 4-3136	8	250	A	C	BAL		.40	1.35
HARRISON, ARK.	HRO	CN		Empire 5-5475	3	200			STL		No Service Available	
HARRISONBURG, VA.	CHD	PI	4-2292	Weyers Care 2761	3	100	C	C	DCA		.70	1.40
HARTFORD, CONN.	BOL	AA	Chapel 9-8683	Jackson 2-6193	9,15,5,52	3000	A	C	C	G	No Service Available	
		AL		JA 2-3084	9.	200	A	C	C		.65	1.25
		EA		Jackson 2-1854	19,8,10,7	200	A	C	C		.65	1.25
		FT		Jackson 2-3145	23.	10000	A	C	C		.65	1.25
		NE		CH 9-7693	3	200	A	C	C		.65	1.25
		TV		National 3-5581	8,7	250	A	C	C		.65	1.25
		UA		Chapel 9-1311	10,15,6,50c	6000	A	C	C		.65	1.25
HASTINGS, NEB.	HSI	FL		2-2312	3	200			OMA		No Service Available	
HATTIESBURG, MISS.	HBG	BO	JU 4-6841	Uniper 2-1643	3	100	A	G	MSY		.55	1.10
HAWTHORNE, NEV.	HYR	BL		Wilson 5-3219	3	200	C	C	SFO		No Service Available	
HAY RIVER, N.W.T.	HYH	PN			3,4,1	200					No Service Available	
HAZLETON, PA.	HEL	AL	Gladstone 4-0261	Gladstone 5-5817	3	200					.50	1.25
HAYRE, MONT.	HVR	FL		26 5-7911	3	200	C	C	GTF		.90	1.85
HELENA, ARK.	HEE	TT		5-2577	3	150		A	MEM		No Service Available	
HELENA, MONT.	HIN	NA	Hickory 2-1710	Hickory 2-0012	6	200	A	A	GTF	C	.45	1.10
		WA		Hickory 2-8550	6	200	A	A	GTF		.45	1.10
HENDERSONVILLE, N. C.	AVL	PI		OXford 3-5696	See Asheville, N. C.						.45	1.10
HERRIN, ILL.	HWA	NO	NE 7501	See Marion, Ill.	3	200	C	C			.60	1.45
HIBBING, MINN.	HIB	NO	Amherst 2-2521	Amherst 3-7847	3	200	C	C			No Service Available	
HICKORY, N. C.	HKY	CA	DI 5-4119	DI-5-3285	3	100	A	C	INT		No Service Available	
HIGH POINT, N. C.	HGO	CA	88-2-6878	See Greensboro, N. C.							No Service Available	
		EA	2-1915	88 2-8145	See Greensboro, N. C.						No Service Available	
		PI		88-3-1778	See Greensboro, N. C.						No Service Available	
HOBBS, N. M.	HOB	CO	Express 3-5933	Express 3-5414	3	200	C		ELP		.60	1.25
HOLLAMAN AIR FORCE.	ALM			See Alamogordo, N. M.							.75	1.00
HOMER, ALASKA	HOM	PN		22111	3	300		C	AC		.65	1.25
HONOLULU, T. H.	HNL	NA	Honolulu 6-6167	83256	53B	300		C	AC		.65	1.25
		PAA		58-221.	10,50,15,53	5500		C	AC			
		UA		Honolulu 8-1811	53.	200		C	C			
		HA		85911	11,10	600		C	C			
		JL		Honolulu 8-1811	6,10.	200		C	C			
HOPKINSVILLE, KY.			Tuxedo 5-5605		See Clarksville						No Service Available	
HOQUIAM, WASH.	HQM	CH	National 3-1821		See Aberdeen, Wash.						No Service Available	
HOT SPRINGS, ARK.	HOT	DL		National 4-1284	3	200	A	C	MEM		No Service Available	
		TT		National 3-1671	9	100	A	C	MEM		No Service Available	
				National 3-8501	3	150	A	C	MEM		No Service Available	
HOUGHTON, MICH.	HMX	NO		63.	3	200	C	C	C		.80	1.60
HOULTON, ME.	HUL	NE	3566	2254.	3	200	A	C	C		.35	.75
HOUSTON, TEX.	HOU	AA	Olive 4-3793	Mission 9-1457	5	250	A	A	C	G	.60	1.40
		BN		Olive 4-2686	9,5,52,6,10,50.	500	A	A	C		.60	1.40
		CO		Olive 4-8531	5,6,3,10,22	400	A	A	C		.60	1.40
		DL		Olive 4-2646	9,10,19,53,55	400	A	A	C		.60	1.40
		EA		Olive 4-2661	9,10,7,52,23,53A.	4000	A	A	C		.60	1.40
		KLM		Capitol 4-1701	10.	550	A	A	C		.55	1.25
		NA		Olive 4-8564	52,10	400	A	A	C		.60	1.40
		PAA		Capitol 3-4131	2,50,53,4	5500	A	A	C		.60	1.40
		TT		Mission 9-1218	3	150	A	C	C		.50	1.60
HUNTINGTON, W. Va.	HTV	AL	JA 5-5169	GL 3-1351	3,19.	200	C	C	C	G	.50	1.60
		EA		3-9476	19.	200	C	C	C		.50	1.60
		PI		GL-3-1356	3	200	C	C	C	G	.50	1.60
HUNTSVILLE, ALA.	HSV	CA	Jefferson 4-4533	Jefferson 6-5291	3,22.	150	A	A	BHM		.40	1.35
		EA		4680.	19,9.	200	A	A	BHM		.40	1.35
		SO		Jefferson 6-6383	3	200					.40	1.35
HURLLEY, N. M.	SVC			53 8-3021	See Silver City, N. M.						No Service Available	
HURON, S. D.	HON	NO		Elgin 2-2910	3	200	A	C	MSP		No Service Available	
		WA		Elgin 2-8601	6	200	A	C	MSP		No Service Available	
HUTCHINSON, KAN.	HUT	CO	MO 2-3671	MO-2-6601	22,3.	200	C	C	MKC	G	.60	1.35
HYANNIS, MASS.	HYA	NE	Spring 5-1600	Spring 5-1800	3	200	A	A	RWB		No Service Available	
IDAHO FALLS, IDA.	IDA	FL	Jackson 2-5075	Jackson 3-3305	3	200	A	C	GTF		.45	1.10
		WC		Jackson 2-2695	3	150	A	C	GTF	G	.45	1.10
		WA		Jackson 2-8161	6	200	A	C	GTF		.45	1.10
IMPERIAL, NEB.	IML	FL		TU-2-4780	3	200			DEN		No Service Available	
INDIANAPOLIS, IND.	IND	AA	Melrose 5-1085	Chapel 1-2545	9,5,52.	600	A	A	C	G	.55	1.50
		EA		Chapel 1-3333	9,19,5.	400	A	A	C		.55	1.50
		LC		Chapel 4-9521	9,19,7,10	200	A	A	C		.55	1.50
		OZ		Chapel 1-8204	3,9	150	A	A	C		.55	1.50
		TV		Melrose 8-4909	3,54.	200	A	A	C		.55	1.50
				Melrose 4-3438	8,23,55	4000	A	A	C		.55	1.50
INT'L FALLS, MINN.	INT	NO		Atlas 3-3871	3	200	C	C	C		No Service Available	
INTOKERN, CALIF.	ITY	PC		7-2271	3	200	A	C	PIA		No Service Available	
IOWA CITY, IOWA	IOW	OZ	3197.	8-3604.	3,43.	200	A	C			.60	1.05
IRON MOUNTAIN, MICH.	INT	NO	774-1727	774-5050	3	200	C	C			No Service Available	
IRONWOOD, MICH.	IRD	NO		741-W	3	200	C	C			No Service Available	
ISLIP, N.Y.	ISF	AL		RO 9-7771	9.	200					.80	1.60
ITHACA, N. Y.	ITH	NO	2-2531	3351.	9,3	200	C	C	SYR	G	.50	1.00
JACKSON, MICH.	JXN	NE	State 9-7196	State 9-6125	3	200	C	C			.50	1.00
JACKSON, MISS.	JAN	DL	Fleetwood 2-6825	20866	9,5,8	400	A	C	MSY		.55	1.35
		SO		Fleetwood 2-8399	3	100	A	C	MSY		.55	1.35
		TT									.55	1.35
JACKSON, TENN.	JST	SO		2-5416	3	100					No Service Available	
JACKSON, WYO.	JAC	FL		310	3	200	C	C	GTF	G	.65	1.25
JACKSONVILLE, FLA.	JAX	DL	Elgin 4-0585	Elgin 6-0484	5,8	400	A	A	C	G	.65	1.25
		EA		Elgin 6-5661	9,8,10,7,19,6	200	A	A	C		.65	1.25
		NA		Elgin 3-1586	9,5,6,52.	400	A	A	C		.65	1.25
		NE		Elgin 5-6611	6	200	A	A	C		.65	1.25
		SO		Elgin 4-7833	3	200	A	A	C		.65	1.25
JAMESTOWN, N. Y.	JHW	AL	7964.	JA 4-1118	3,19.	200	C		BUF		.55	1.45
JAMESTOWN, N. D.	JMS	WA		199	6	200	C	A	MSP		No Service Available	
JAMESVILLE, WISC.	JVL	OZ	PL 2-1463	Pleasant 4-5293	See Beloit, Wisc.						.80	1.60
JEFFERSON CITY, MO.	JEF	OZ	6-8191	6-2350	3,54.	200	C				.55	1.10
JEFFERSON CITY, TENN.	TRI	PI	91.	Walnut 8-3161	See Bristol, Va.						No Service Available	
JOHNSTOWN, PA.	JST	AL	7-5309	JO 9-1144	3,19.	200	C			G	.50	1.25
JOPLIN, MO.	JLN	AA	MA 3-4437	Mayfair 3-7085	9	250	A	C	MKC	G	.40	.85
		CN		Mayfair 3-2110	3	200	A	C	MKC		.40	.85
		OZ		Mayfair 3-1817	3,54.	200	A	C	MKC		.40	.85
JUNEAU, ALASKA	JNU	AS									No Service Available	
		ES									No Service Available	
		PAA									No Service Available	
		PN		6-1400.	6	150		C	C			
				6-1455.	4,8,16.				C		1.00	1.00
JUNCTION CITY, KAN.	MJK	NO	CE 8-2611	See Manhattan, Kan.							.90	1.00
KALAMAZOO, MICH.	AZO	LC	Fireside 5-7163	Fireside 9-2669	3	150		C	C		No Service Available	
		NO		Fireside 9-2646	3	200	C	C	C		.90	1.00
KALISPELL, MONT.	FCA	WC	SKYline 6-5939.	SK-6-5053	3	150	C	C	QEG		No Service Available	
KAMLOOPS, B. C.	LKA	CP		109	3	200	C	C	C		No Service Available	
KANSAS, UTAH	BL	BN		Midway 4-5001	3	200		A	AC	G	.70	1.60
KANSAS CITY, MO.	MKC	CO	Grand 1-3906.	Grand 1-4 40.	9,1,5,22,52	2000	A	A	AC		.70	1.60
		CN		Grand 1-3 05.	3,10,22,50.	200	A	A	AC		.70	1.60
		DL		Baltimore 1-3955	3	200	A	A	AC		.70	1.60
				Grand 1-7613	9	300	A	A	AC		.70	1.60
(Continued on next page)												

U.S.A. AND CANADIAN CITY DIRECTORY

KANSAS CITY-LOUISVILLE

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
KANSAS CITY, MO.	MMC	FL		VI-2-6252	3,9	200	A	A	C		.70	1.60
(Concluded)		OZ		Grand 1-6515	3,54	200	A	A	AC		.70	1.60
		TW		Grand 1-4400	90,7,23,55	4000	A	A	AC		.70	1.60
		UA		Grand 1-1133	10	200	A	A	AC		.70	1.60
KEARNEY, NEB.	EAR	FL		CE-6-2921	3	200			DEN		.65	1.10
KEENE, N. H.	EEN	MO	Elmwood 2-0603	1910	3	100	C	C	BOS		.65	1.10
		NE		Elmwood 2-1030	3	200	C	C	BOS		.65	1.10
KELOWNA, B. C.	YOK	CP		6025	3	200					.25	.85
KENAI, ALASKA	ENA	PN		206	3	200					.75	1.00
KENNEWICK, WASH.	PSC			See Pasco, Wash.							No Service Available	
KERRVILLE, TEX.	ERV	TT	CL 7-4536	CL-7-4090	3	150	C		SAT		No Service Available	
KETCHIKAN, ALASKA	KTN	PAA		3131	6	550			A			
		PN		3138	8,16				A			
KETCHUM, IDA.	SUN	WC		See Hailey, Ida.		150			GEO		No Service Available	
KEY WEST, FLA.	FWY	NA	Cypress 6-6651	Cypress 6-5510	9	400	A	C	AC		No Service Available	
KILGORE, TEX.	OGG	CP	2711	See Longview							.60	1.25
KIMBERLY, B. C.	YKC	FW		LU-2-3511	9	200					No Service Available	
KING SAIGON, ALASKA	AKN	BL		4	3	200					.60	1.00
KINGMAN, ARIZ.	IGN	PI		Skyline 3-3630	34	200	C	C	LAX		No Service Available	
KINGSFORD, TENN.	TRI	SO	Circle 5-9731	Circle 6-4107	3							
		PI		See Bristol								
KINSTON, N. C.	ISO	CP	3918	Jackson 3-5159	3	100	C	C	HOU		No Service Available	
KITIMAT, B. C.	YKI	WC	220	220	3,9	200			C		1.00	1.00
KLAMATH FALLS, ORE.	LMT	CA	TU 4-5814	TU-2-6266	3	150	A	C	OTH		.55	1.50
KNOWVILLE, TENN.	TYS	AA	3-6175	7-6264	9,5	500	C	C	CHA	G	.60	1.25
		CA		557-5521	3,22,8	250	C	C	CHA		.60	1.25
		DL		7-6661	9	400	C	C	CHA		.60	1.25
		PI		57-7-2511	3	100	C	C	CHA		.60	1.25
		SO		7-7561	3	200	C	C	CHA		.60	1.25
KODIAK, ALASKA	NHB	PN		4131	3						.75	1.00
KOKOMO, IND.	OKK	LC	Gladstone 2-5626	Gladstone 7-5591	3	150	C				No Service Available	
KOTZEBUE, ALASKA	OKZ	NE		167	3	500					No Service Available	
LACONIA, N. H.	LCT	AS		LA 4-5313	3	200	C		LMH		No Service Available	
LA CROSSE, WISC.	LSE	NO	2-8286	4-5680	3	200	C	C			No Service Available	
LA FAYETTE, IND.	LAF	LC	Sherwood 2-5068	Riverside 3-1841	3	150	C					
LA FAYETTE, LA.	LFT	EA	CE 5-8649	CE-5-8536	19,9	200	A		BTR	G	.55	1.10
		TT		CE-4-5252	3	150	A		BTR		.55	1.10
LA GRANDE, ORE.	LGD											
LA JUNTA, COLO.	LJK	EA	HE 9-8876	HE-6-3656	19,9	200	A	A	C	G	.55	1.35
LAGUNA BEACH, CALIF.	LGB	NA	Mutual 4-1091	HE-3-8511	3	150	A	A	C		.55	1.35
LAKE CHARLES, LA.	LKC	RD	Mutual 3-5875	Mutual 6-3129	9	200	C	C	TPA	G	.75	1.50
				Mutual 3-5875							.75	1.50
LAKEVIEW, ORE.	LKV	WC		WH-7-2211	3	150	C	C	FDX		.55	1.10
LAKE PLACID, N. Y.	SLK	EA		167	19	200	C	C	MAL		No Service Available	
LAMAR, COLO.	LAA	CN		Whitehall 8-4611	19,54	200			DEN			
LANCASTER, CALIF.	LWC	PC		Lowell 9-0461	3	200	LAX				.55	1.35
LANCASTER, PA.	LNS	EA	Express 7-8105	Lowell 9-0446	19	200	C			G	.55	1.35
LAND O'LAKES, WISC.	LNL			Served through Rhineland, Wisc.								
LANDER, WYO.	LRW	CA	Ivanhoe 2-1109	See Riverton, Wyo.								
LANSHING, MICH.	LAN	NO	Ivanhoe 5-2744	3,4,22	250	A	A	A	YIP	G	.55	1.35
		FL	Ivanhoe 4-7467	3	200	A	A	A	YIP		.55	1.35
LARAMIE, WYO.	LAR	FL	Franklin 5-5656	3	200	C	C	C	DEN		No Service Available	
LAREDO, TEX.	LRD	TT	Randolph 3-3618	3-3645	3	150	A	A	AC		.40	1.25
LAS VEGAS, NEV.	LAS	BL	Dudley 2-2132	Dudley 2-8811	54	200	C	C	LAX	G	.75	1.45
		PC		Dudley 2-2622	19,54	200	C	C	LAX		.75	1.45
		TW		Dudley 2-7306	8,7,50,55	400	C	C	LAX		.75	1.45
		UA		Dudley 2-0505	6,10,50	400	C	C	LAX		.75	1.45
		WA		Dudley 2-2100	6,52	400	C	C	LAX		.75	1.45
LAUREL, MISS.	LJL	SO	6212	426 3440	3	200					.60	1.20
LAWRENCE, MASS.	LAM	NE	4161	Murdoch 3-3461	3	200	A	C			.35	.75
LAWTON, OKLA.	LAW	CO	Elgin 0-154	Elgin 3-4512	3	200	C	A	DAL		No Service Available	
		CN		Elgin 3-8600	3	200	C		DAL		No Service Available	
LEMMON, S. D.	FL	TC		50	3	200			GTF		.50	.75
LETHBRIDGE, ALTA.	YQL	WC	SH 3-3061	FA-7-2711	3	300	C	C	C		.35	.75
LEWISTON, IDA.	LWS	NE	4-4423	Sherwood 3-1545	3	150	A	C	GEO		No Service Available	
LEWISTON, ME.	LEW	FL	EE 8-3615	ST 3-2031	3	200	C	C	PMW		.50	1.00
LEWISTON, MONT.	LWT	DL	2-1314	KEYSTONE 8-9621	9,3	200	C	C	GTF		No Service Available	
LEXINGTON, KY.	LEX	EA		4-5569	3	250	C	C	CVG	G	.65	1.60
		PI		4-5795	19	200	C	C	CVG		.65	1.60
		LC		51920	3	100	C	C	CVG	G	.65	1.60
LIBERAL, KAN.	LBL	CN		Main 4-5671	3	200		A			No Service Available	
LIMA, OHIO	LIA	LC	Gatherine 6-2051	Capital 5-0075	3	150						
LINCOLN, NEB.	LAK	FL		HEALOOK 2-5391	3,9	200	A	C	OMA		.50	1.25
		UA		HEALOOK 3-4371	6,10	200	A	C	OMA		.35	1.25
LITTLE ROCK, ARK.	LIT	AA	Franklin 2-6116	Franklin 4-9333	9,10,52	250	A	A	MEM	G	.45	1.10
		BN		Franklin 2-0207	9	200	A	A	MEM		.45	1.10
		CN		Franklin 4-6418	3	200	A	A	MEM		.45	1.10
		DL		Franklin 4-2040	9	300	C	C	MEM		.45	1.10
		TT		Franklin 4-6312	3	150	C	C	MEM		.45	1.10
LOGAN, UTAH.	LGU	WC	Logan 1-3396	Skyline 2-5301	3	150	C	A	GTF		.50	1.50
LOGANSFORD, IND.	OKX	LC	3396	See Kokomo, Ind.		150						
LONDON, KY.	LOZ	PI		VO 4-2250	3	100			SDP		.35	.75
LONDON, ONT.	YXU	TC		2-3491	22	400	C	C	C		.50	1.00
LONG BEACH, CALIF.	LGB	LX	Garfield 4-8621	Harrison 1-8214	9	200	C	A	LAX		.80	1.65
		UA		Harrison 1-8271	6	200	A	A	LAX		.80	1.65
		WA		Michigan 3-2441	3	150	A	C	DAL		.50	1.35
LONGVIEW, TEX.	OGG	AA	Plaza 5-3521	Madison 6-0201	5,15,10,50,500,53A	10000	A	A	C	G	.90	1.65
LOS ANGELES, CALIF.	LAX	BL	SPring 6-0140	SPring 6-2040	54	200	A	A	C		.90	1.65
		CO		SPring 6-2670	10,22,50	200	A	A	C		.90	1.65
		CHS		Madison 6-8484	5	1000	A	A	C		.75	1.55
		LX		Oregon 4-4300	10	200	A	A	C		.75	1.55
		PAA		Madison 4-0192	50,15,53,2	5500	A	A	AC		.75	1.55
		PC		SPring 6-0440	3,19,54	200	A	A	C		.90	1.65
		SAS		Michigan 9441	5,6,10,9	1320						
		TW		SPring 6-2000	8,7,23,50,55	7500	A	A	C		.90	1.65
		UA		SPring 6-2508	9,5,6,10,15,53,500	6000	A	A	C		.90	1.65
		WA			6,52,50	200	A	A	C		.90	1.65
(Lockheed Air Terminal)		AA		Madison Q201	5,15,10	6000	A	A	C	G	.90	1.65
		FTL		Stanley 7-3411	23	10000	A	A	C		.85	1.55
		LX		SPring 6-0440	20	200	A	A	C			
		PC			3,19,54	200	A	A	C		.90	1.65
LOUISVILLE, KY.	SDP	WA		Thornwall 2-2101	6	200	A	A	C		.90	1.65
		AK	Emerson 8-5891-2	Emerson 8-1666	9,5,52	500	A	A	C	G	.60	1.50
		DL			5,9	200	A	A	C		.60	1.50
		EA		Emerson 8-1646	8,7,19,9	300	A	A	C		.60	1.50
		OE		Emerson 8-9955	3,54	200	A	A	C		.60	1.50
		PI		Emerson 8-3312	3	100	A	A	C	G	.60	1.50

	AIR CARGO
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AIR CARGO												C. 8	
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U.S.A. AND CANADIAN CITY DIRECTORY												MODESTO-NEW CASTLE		
CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery			
											Per 100 Lb.	Minimum		
MODESTO, CALIF.	MOD	UA		Lambert 3-3211	9	200	A	A	SFO		.50	1.25		
MOLINE, ILL.	MLI	OZ	2-3641	2-7591	3,54	200	A	C	PIA		.55	1.25		
		UA		Moline 2-7701	6,10,5	400	A	C	PIA		.55	1.25		
MONCTON, N. B.	YQM	TC		EV-4-9151	13,22A	1000	C	C	C		.50	1.00		
MONROE, LA.	MLU	MAR		4-9181										
		DL	Fairfax 2-2675	FA-3-5116	9	300	C	C	MSY		.60	1.20		
		SO		FA-5-4601	3	200	C	C			.60	1.20		
		TT			3	400	C	C			.60	1.20		
MONT JOLI, P. Q.	YYY	QBA			3	400								
MONT VISTA, COLO.	MVS		Monte Vista - 19	See Alamosa, Colo.										
MONTEREY, CALIF.	MRY	PC	AM 2-4803	Frontier 2-7571	3,19,54	200	A	C	SFO	G	.55	1.10		
		UA		Frontier 5-3157	9	300	A	C	SFO		.55	1.10		
MONTGOMERY, ALA.	MDM	DL	Amherst 2-3801	Am-4-7313	9	200	A	A	MSY	G	.40	.85		
		EA		CHerry 7-7361	19,8,9	200	A	A	MSY		.40	.85		
MONTPELIER, VT.	MPV	NE	Capitol 3-7101	Capitol 3-2395	3	200	C	C	BTY		No Service Available			
MONTREAL, QUE.	YUL	AF	University 1-7311	University 6-8344	7	200	A	C	AC		.35	.75		
		AZ		Victor 2-6661	10,53	200	A	A	AZ		.45	1.00		
		CF		University 6-2901	14A	200	A	AC	AC		.45	1.00		
		EA		Melrose 1-3870	19,52,7	200	C	C	A		No Service Available			
		KLM		University 1-3411	7,10,15,23	10000	A	C	AC		.35	.75		
		NE		Melrose 1-8591	6,50,55	200	C	C	A		.50	1.25		
		SN												
		TC		Hunter 9-5781	12,13,7,22,53C	1500	A	A	A		.45	1.00		
MONTROSE, COLO.	MTJ	FL		CHerry 9-4236	3	200	C	A	DEN		No Service Available			
MOREHEAD CITY, N. C.	MWH	PI		PA-8-4734	3	100	C	C	C		.35	.75		
MORGANTOWN, W. VA.	MGW	LC		Linden 2-3301	3	150								
MOSCOW, IDA.	PUM		2-1229	See Pullman, Wash.										
MOSES LAKE, WASH.	EPH			See Ephrata, Wash.										
MOUTRIE, GA.	MGR	SO	445	YU-5-4048	3	100	C				.75	1.50		
MUNCIE, IND.	MIE	LC	Atlas 8-4446	Atlas 8-3629	3	150								
MUSKOGEE, MICH.	MKG	CA	2-4639	PE 3-1870	3,4	250	A	C		G	.50	1.25		
MUSKOGEE, OKLA.	MKO	CN	Murray 2-0191	Murray 7-5494	3	200	C	A	MKC		No Service Available			
MYRTLE BEACH, S. C.	MYR	PI		Hillcrest 8-6559	3	100	C		CHS		.45	.85		
NANTUCKET, MASS.	ACK	NE	702-W	1140	3	200	C	C	EWB		No Service Available			
NASHVILLE, TENN.	BNA	AA	Alpine 5-3523	CHapel 2-6336	5,9,10,15,52	4500	A	A	C	G	.55	1.10		
		BN		Alpine 5-5323	10,9	500	A	A	C		.55	1.10		
		EA		Alpine 5-7412	9,19,10,7	200	A	A	C		.55	1.10		
		OZ		CHapel 2-4363	3,54	200	A	A	C		.55	1.10		
		SO		Alpine 4-0546	3	200	A	A	C		.55	1.10		
		TW		Alpine 4-7726	7	250	A	A	C		.55	1.10		
NATCHEZ, MISS.	HEZ	SD	8623	6963	3	100	C				.75	1.50		
NELSON, B. C.	YCO	CF			9	200					.25	.60		
NEW BEDFORD, MASS.	EWB	NE	Wman 6-8553	Wman 9-6441	3,6	200	A	C	C		.35	.75		
NEW BERN, N. C.	BNW	NA	2711	Melrose 7-5151	6	200	C	C	IPN		.55	1.10		
		PI		Melrose 7-3972	3	100	A	C	IPN		.55	1.10		
NEW HAVEN, CONN.	HNW	AL	Main 4-3151	HObart 7-1619	9,19	200	A	A	C		.55	1.25		
		EA		HObart 7-6311	19	200	A	A	C		.55	1.25		
NEW IBERIA, LA.	LFT		EM 4-7371	See Lafayette, La.										
NEW LONDON, CONN.	GON	AL	Gibson 2-5363	Hilltop 5-7405	19	200	C		C		.75	1.50		
NEW ORLEANS, LA.	MSY	BN	Kenner 4-3077	LA-4-3411	9,5	200	C	A	AC		.55	1.50		
		CA		729-3500	22,8	200	C	A	AC		.55	1.50		
		DL		Kenner 4-3658	9,1A,5,10,53,55	6000	C	A	AC		.55	1.50		
		EA		739-3601	7,10,23,53A,52,9	4000	C	A	AC		.55	1.50		
		NA		Kenner 4-3616	9,5,6,10,52	400	C	A	AC		.55	1.50		
		PAA		Jackson 2-6391	2,50,53	3500	C	A	AC		.55	1.50		
		SD		Kenner 7-0158	4	200	C	A	AC		.55	1.50		
		TA		Canal 8374	4	4500	C	A	AC		.55	1.50		
		TT			6		C	A	AC		.55	1.50		
NEW PHILADELPHIA, OHIO	PHD	AVENSA			6		C	A	AC					
		LC	DO 4-2985	4-2729	3	150								
NEW YORK, N. Y., or NEWARK, N. J. (La Guardia).	LGA	AA	Murrayhill 6-7900	Havermeyer 4-7600	5,9,52	10000	A	A	AC	G	1.00	2.00		
		CA		TW 9-5280	22,8	200	A	A	AC		1.00	2.00		
		EA		NE-9-8200	7,8,16,19,52	500	A	A	AC		1.00	2.00		
		NE		Illinois 7-3000	3,6,22	200	A	A	AC		1.00	2.00		
		NY		Defender 5-6600,Ext 16	20,21	200	A	A	AC		1.00	2.00		
		TW		Oxford 5-4525	8,7	250	A	A	AC		1.00	2.00		
		UA		Illinois 8-4900	6	6000	A	A	AC		1.00	2.00		
(Idlewild).	IDL	AA		Havermeyer 4-7600	5,9,10,15,50,50c,52	6000	A	A	AC	G	1.00	2.00		
		AET		Olympia 6-6160	7	550								
		AERONAVES		ST-6-7341	14A		A	A	AC					
		AF		Olympia 6-5800	7	200	A	A	AC		1.00	2.00		
		AVIANCA		ST-6-7341	7	660	A	A	AC					
		AZ		Judson 2-6500	10,53	440	A	A	AC		1.00	2.00		
		BA		Olympia 6-5600	11,8	11100	A	A	AC					
		BN		Olympia 6-5243	50	6000	A	A	AC		1.00	2.00		
		CA		Havermeyer 9-5340	22,8	200	A	A	AC		1.00	2.00		
		Cubana			3,22,7	200								
		DL		Olympia 6-5822	8,10,53,55	200	A	A	AC		1.00	2.00		
		EA		Olympia 6-7020	6,7,10,19,52,23,53A	4000	A	A	AC					
		LH		Olympia 6-5560	7		A	A	AC					
		LY		Olympia 6-5290	8	650	A	A	AC					
		KLM		Whitehall 4-3480	2,10,15,23,8,7	10000	A	A	AC		.55	1.75		
		NA		Oxford 7-8181	9,5,6,10,52,7,23	10,000	A	A	AC		1.00	2.00		
		NE		Olympia 6-5398	6,50,55	200	A	A	AC		1.00	2.00		
		NW		Murrayhill 7-4680	6,11,52,53B,15A	2000	A	A	AC		1.00	2.00		
		NY		Defender 5-6600	20,21	200	A	A	AC		1.00	2.00		
		PAA		EX 2-5700	2,6,10,50,15,53	5500	A	A	AC		1.00	2.00		
		RD		Olympia 6-5748	1,2,15	10000	A	A	AC		1.00	2.00		
		SAB			14,9,5,15,10	440								
		SN		Judson 6-1050	5,6,15	400	A	A	AC					
		SK		Olympia 7-8000	5,6,10	1000	A	A	AC					
		SR		Plaza 7-4433	2,6	6000	A	A	AC					
		TC		Judson 6-3210	22A	500	A	A	AC		1.00	2.00		
		TRC		Olympia 6-5997	4,6,2	4000	A	A	AC		1.00	2.00		
		TV		Oxford 5-4525	8,7,23,50,55	7500	A	A	AC		1.00	2.00		
		UA		Olympia 6-5777	5,6,10,15,53,50c	6000	A	A	AC		1.00	2.00		
(Newark).	EWK	AA		Market 3-4062	9,5,15,10,52	6000	A	A	AC	G	1.00	2.00		
		AL		Mitchell 3-3888	3,19,9	200	A	A	AC		1.00	2.00		
		BN		Market 3-2041	10,15	6000	A	A	AC		1.00	2.00		
		CA		Mitchell 2-3002	22,8	200	A	A	AC		1.00	2.00		
		DL		Market 3-3543	1-8,10	6000	A	A	AC		1.00	2.00		
		EA		Mitchell 3-8389	23,7,10,19,52	4000	A	A	AC		1.00	2.00		
		FTL		Market 4-3700	23	10000	A	A	AC		1.00	2.00		
		MO		Mitchell 2-0335	9,3	200	A	A	AC		1.00	2.00		
		NA		Market 4-1953	9,5,6,10,7	400	A	A	AC		1.00	2.00		
		NW			10	200	A	A	AC		1.00	2.00		
		NY		Mitchell 2-8681	20,21	200	A	A	AC		1.00	2.00		
		TW		Market 3-5640	8,7	250	A	A	AC		1.00	2.00		
		UA		Market 4-8300	15,10,6,5	60000	A	A	AC		1.00	2.00		

U.S.A. AND CANADIAN CITY DIRECTORY											PINE BLUFF-SAGINAW	
CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Bus	Pick Up and Delivery	
											Per 100 Lb.	Minimum
PINE BLUFF, ARK.	PF	TT	JE 4-0031	JE-8612	3	150	C		MEM		.50	1.00
PINEHURST, N. C.	SOP	FL	Adams 1-1240	Oxford 2-8341	See Southern Pine, N. C.	200	C	C	RDU		1.00	1.00
PITTSBURG, KAN.	PTG	AA	Spaulding 1-2442	3600	3,54	200	C	A	C		No Service Available	
PITTSBURGH, PA.	PIT	AL		Spaulding 1-2255	5	200	A	A	C	G	.80	1.55
		AL		Spaulding 1-3514	3,19	200	A	A	C		.80	1.55
		CA		Spaulding 1-1600	3,4,8,22	250	A	A	C		.80	1.55
		EA		Spaulding 1-3100	9,7,19,52	200	A	A	C		.80	1.55
		LC		Spaulding 1-4938	3	150	A	A	C			
		NW		Spaulding 1-1000	6,52	200	A	A	C		.80	1.55
		TW		Express 1-3240	8,7,90,23	3000	A	A	C		.80	1.55
		UA		Federal 1-6137	10	200	A	A	C		.80	1.55
PITTSFIELD, MASS.	PSF	MO	Hillcrest 2-6921	2-8635	3	100	C	C	BDL		.55	1.30
		NE		HI 7-9897	3	200	C	C	BDL		.55	1.30
		WA		Capitol 4-7829	3	200			DAL		.35	.75
PLAINVIEW, TEX.	PVM	EA	Jordan 3-3610	1983	19	200	C	C	MAL		No Service Available	
PLATTSBURG, N. Y.	PLB	WA		Cedar 2-8756	6	200	C	C	GTF	G	.55	1.15
POCATELLO, IDA.	PIH	WG		Cedar 2-3584	3	150	C	C	C		.55	1.15
POMONA, CALIF.	JPO	LX			20	200			LAX		No Service Available	
PONCA CITY, OKLA.	PNC	CN	Rogers 5-7071	Rogers 2-1611	3	200	C	A	MEK		No Service Available	
PORT ANGELES, WASH.	CIM	WG		Glencourt 7-3101	3	150	C	A	C		No Service Available	
PORT ARTHUR, ONT.	YAT	TO			9	300	C	A	C		.50	1.00
PORT ARTHUR, TEX.	BPT	DL	2-4331	YU-2-4321	19,9	200	C	A	C		.55	1.50
		EA		YU-3-3317		200	C	A	C		.55	1.50
PORTLAND, ME.	PWM	NE	SPruce 4-9791	SPruce 4-3941	3,6,22	200	A	C	PWM		.60	1.35
PORTLAND, ORE.	PDX	AS	Capitol 8-8411	Atlantic 8-5073	4,6	1000	A	A	C	G	.65	1.50
		PT		Atlantic 1-1158	1	10000	A	A	C		.65	1.50
		NW		Atlantic 8-5811	6,10,15A,52	2000	A	A	C		.65	1.50
		FA		Capitol 7-5675	50,53	1100	A	A	C		.65	1.25
		PC		Atlantic 8-6101	19,54	200						
		PN		Atlantic 8-5043	3,4,8		A	A	C			1.50
		UA		Atlantic 7-2411	9,6,10,5,93,50C,19	6000	A	A	C		.65	1.50
		WA		Atlantic 7-5771	6,52,50	200	A	A	C		.65	1.50
		WG		Atlantic 8-5551	3	150	A	A	C		.65	1.50
PORTSMOUTH, OHIO	PMH	LC	EL 3-4186	Blackburn 9-6321	3	150						
POUGHKEEPSIE, N. Y.	POU	MO	GROver 1-2800	GROver 1-3900	3	100	C	C	ALB		No Service Available	
POWELL, WYO.	POY	FL	SKYline 4-151	SKYline 4-4222	3	200	C	C	GTF		No Service Available	
PRESBURY, ARIZ.	PRC	BL		252	54	200	C	C	DUG		.65	1.20
		FL		HI-5-2100	3	200	C	C	DUG		.65	1.20
PRESQUE ISLE, ME.	PQI	NE	6-811	PO 4-6931	3,6	200	A	A	HUL		No Service Available	
PRINCE GEORGE, B. C.	YKS	CP		7	3,6,9	200	C	C	C			
PRINCE RUPERT, B. C.	YPR	CP		3213		200	C		C			
PRINCETON, W. VA.	BLF	AL	DEster 1-0140	Enterprise 0500	3	100	C		INT		No Service Available	
PROVIDENCE, R. I.	PVD	EA		REGent 9-3100	9,19	200	A	A	C		.50	1.35
		PT		REGent 7-9616	8,10	200	A	A	C		.50	1.35
		UA		ELmhurst 1-8500	Served Through Boston, Mass.	200	A	A	C		.50	1.35
		UA		REGent 9-1405	5	200	A	A	C		.50	1.35
		UA		TEMPle 1-6950	6,10	400	A	A	C		.50	1.50
PUEBLO, COLO.	PUB	CO	LI 4-0037	WHITney 8-3316	3,22	200	C	A	DEN	G	.55	1.25
		FL		WHITney 8-3323	3	200	C	A	DEN		.55	1.25
PULLMAN, WASH.	PUM	WG	Logan 8-5501	Logan 7-3761	3	150	C	C	ORG		.50	1.50
QUEBEC CITY, QUE.	YQB	TC		60	22	600	C	C	C		.75	1.00
QUESNEL, B. C.	YQZ	CP		Baldwin 2-0123	3,54	200	C	C	STL		.75	1.75
QUINCY, ILL.	UIN	CA	Vance 8-4421	TEMPle 2-3876	3,22	150	C	A	C	G	.70	1.50
RALEIGH, N. C.	RDU	EA		TEMPle 2-7380	8,19,7,9	200	A	A	C		.70	1.50
		FI		Vance 8-5721	3	100	C	A	C	G	.70	1.50
RAPID CITY, S. D.	RAP	NO	FI 2-0150	FILmore 3-6361	3	200	C	C	DEN		1.05	1.10
		WA		FILmore 3-5544	3	200	C	C	DEN		1.05	1.10
		FL		FILmore 2-7110	6	200	C	C	DEN		1.05	1.10
RAWLINS, WYO.	RWL	AL	Franklin 4-1191	EAT 4-4571	3	200	A	C	DEN		No Service Available	
READING, PA.	RDG	FA		Franklin 4-4508	3,19	200	A	C	PHL		.45	1.35
		CA		Franklin 5-8565	19	200	A	C	PHL		.45	1.35
		WA		Franklin 6-7353	4-4947	150	A	C	PHL		.45	1.35
RED BLUFF, CALIF.	RBL	PC		Laurence 7-1701	8	250	A	C	ACV		No Service Available	
REDDING, CALIF.	RDD	PC		Chestnut 3-1211	3,54	200	C	C	ACV		No Service Available	
REDMOND, ORE.	RED	WG		(See Bend, Ore.)								
REGINA, SASK.	YQR	TC		Laurence 2-5622	13,3,22	500	C	C	C		.50	1.00
REHOBOTH BEACH, DE.	REH	BL	FA 9-0466	FAIRview 4-0001	54	200	C	C	SFO	G	.50	1.25
RENO, NEV.	RNO	WA		FAIRview 9-1020	9,5,10,6	400	C	C	SFO		.50	1.25
		NO		FAIRview 3-1801	6	200	C	C	SFO		.50	1.25
RHINELANDER, WIS.	RHI	NO		FOREst 2-6316	3	200	C	C	C		No Service Available	
RICHLAND, WASH.	RSC	LC	2-2421	See Pasco, Wash.		150						
RICHMOND, IND.	RID	EA	ELgin 8-2301	RE 7-4117	22,4	150	A	A	C		.45	1.25
RICHMOND, VA.	RIC	EA		Fairfield 4105	8,19	200	A	A	C		.45	1.25
		NA		REpublic 7-4186	9,6	200	A	A	C		.45	1.25
		PT		REpublic 7-4101	3	100	A	A	C	G	.45	1.25
RIMOUSKI, P. Q.	YRM	QBA		Overland 9-6221	3	400			LAX		No Service Available	
RIVERSIDE, CALIF.	JRD	BL		ULster 6-9226	54	200	C	C	DEN		No Service Available	
RIVERTON, WYO.	RIV	AA	Diamond 4-4962	Empire 6-3455	9	500	A	A	RIC	G	.45	1.00
ROANKE, VA.	ROA	EA		6-0351	19	200	A	A	RIC		.45	1.00
ROCHESTER, MINN.	RST	FI	Atlas 2-2706	Empire 6-0381	19	100	A	A	RIC		.45	1.00
		BN		Atlas 9-4591	9	200	C	A	C	G	.55	1.25
		WG		Atlas 2-1709	6,10,52	200	C	A	C		.55	1.25
ROCHESTER, N. Y.	ROC	AA	LOenst 2-9400	FAIRview 8-4040	3,54	200	C	A	C		.55	1.25
		CA		Beverly 5-8524	5,9,10,52	500	A	C	AC	G	.55	1.25
		PT		Baker 5-1473	3,4,8,22	250	A	C	AC		.55	1.25
		MO		FAIRview 8-1550	Served Through Buffalo N. Y.	9,3	A	C	AC		.55	1.25
ROCKFORD, ILL.	RFD	CO	WOODian 3-0471	5-0661	3,54	200					.55	1.25
		NO		WOODland 5-1400	3	200					.75	1.75
ROCKLAND, ME.	RKD	NE	LYne 4-4341	LY 4-424	3	200	C		C		No Service Available	
ROCK SPRINGS, WYO.	RKS	FL		Empire 2-5522	3	200	C	C	DEN		.50	1.00
ROCKY MOUNT, N. C.	RMT	FI	2-2128	Gibson 2-7475	3	100	C	C	RDU		.50	1.50
ROME, GA.	RMG	EA	2-1521	2-1521	19	200	C	A	ATL		.40	1.00
ROME, N. Y.	UCA			See Utica, N. Y.								
ROSEBURG, ORE.	RBG	WG	OR 3-4515	ORchard 3-3231	3	150	A	A	OTH		No Service Available	
ROSWELL, N. M.	ROW	CO	Main 2-9160	MA-2-7432	3	200	C	C	ELP		.35	.75
ROSS HAY, LAB.	YRF	QBA		See Pasco, Wash.		400						
ROUYN, QUE.	YUY	TC		ORchard 6-7402	22	200	C	C	C		.75	1.00
RUPERT, IDA.	BYI	WG	HE 6-3491	PROspect 3-6990	3	150	A	A	GPT		No Service Available	
RUTHERFORD, N. J.	RTF	EA	PROspect 3-8688	Garden 8-7200	20	200	C	C	LGA		No Service Available	
RUTLAND, VT.	RUT	PC	Gilbert 1-1235	Garden 1-1000	19,3,54	200	A	C	BTU		No Service Available	
SACRAMENTO, CALIF.	SAC	UA		Garden 1-2440	9,5,10,6	400	A	C	SFO	G	.60	1.35
		WG		1004	3	150	A	C	SFO		.60	1.35
SAFFORD, ARIZ.	SAD	FL	DA 5-563	OXbow 5-6371	3,22,4	250	C	C	DUG		No Service Available	
SAGINAW, MICH.	SBS	CA	PLEasant 2-3175	OX 3-4071	3,2	200	C	C	C		.70	1.45
		NO									No Service Available	

U.S.A. AND CANADIAN CITY DIRECTORY

SAGUENAY-SHERIDAN

CITY	CODE	CARRIER	AIR EXPRESS TELEPHONE	AIR FREIGHT TELEPHONE	AIRCRAFT	Maximum Weight Per Piece	Rail Express	Motor Freight	Customs Facilities	Air Box	Pick Up and Delivery	
											Per 100 Lb.	Minimum
SAGUENAY, QUE.	YHQ	TC			22	250					No Service Available	
SAINT JOHN, N. B.	TSJ	TC		3-1231	22,13	500	C	C	C		.50	1.00
ST. JOHN'S, N.F.L.	YTT	TC		2370	13,22	1000	C	C	C		.50	1.00
ST. JOSEPH, MICH.		MAR		3,14	See Benton Harbor	500	A	A	A			
ST. JOSEPH, MO.	STJ	FLA	Adams 4-1677	Adams 4-7919	3,9	200	C	C	C		.55	1.35
ST. LOUIS, MO.	STL	AA	Pershing 1-2266	Parkview 5-5510	9,5,10,15,52,500	7000	A	A	C	G	.75	1.65
		BN		Pershing 1-2243	9,22	200	A	A	C		.75	1.65
		CNA		Pershing 1-2231	3	200	A	A	C		.75	1.65
		DLA		Pershing 1-2194	9,5,10,1A,55	6000	A	A	C		.75	1.65
		EA		Pershing 1-0510	9,19,10,52	200	A	A	C		.75	1.65
		OZ		Pershing 1-0990-3	3,54	200	A	A	C		.75	1.65
		TV		Geneva 6-4800	8,7,50,23,55	7500	A	A	C		.60	1.60
ST. PAUL, MINN.	MSP		Capital 2-7751	See Minneapolis, Minn.								
ST. PETERSBURG, FLA.	PTE	EA	STP 7-4346	HEmlock 5-2121	7,9,52,8,10,19	200	A	C	AC	G	.75	1.50
		DL		HEmlock 6-7754	5	300	C	C	AC	G	.75	1.50
		NA		HEmlock 5-2161	9,2	200	A	C	AC		.75	1.50
		NE		Tampa 7-8492	Served Through Tampa	200	A	C	AC			
		RD		HEmlock 6-9181	52	200	A	C	AC		.75	1.50
		TC		HEmlock 6-1351	1	6000	A	C	AC		.75	1.50
		TV		5-7611	Served Through Tampa							
SALEM, ORE.	SLE	UA	EM 3-4464	Empire 2-3441	9	300	C	A	PKX	G	.50	1.00
		WC		Justice 1-2448	3	150	C	A	PKX		.50	1.00
SALINA, KAN.	SLN	CO	TA 7-0109	Taylor 7-5553	3	200	C	A	MEC	G	.35	1.00
SALINAS, CALIF.	SNS	UA	HA 4-5476	Harrison 4-7686	9	200	A	A	SFO		No Service Available	
SALISBURY, MD.	SBY	AL	PI 9-4411	PI 9-3158	3	200	C	A			.50	1.25
SALT LAKE CITY, UTAH.	SLC	BL	ELgin 5-1771	Davis 8-8556	54	200	A	C	DEN	G	.40	1.10
		FL		Empire 3-6796	3,9	200	A	C	DEN		.40	1.10
		UA		Davis 8-8044	9,5,6,10,15,50c	6000	A	C	DEN		.40	1.10
		WA		Davis 2-0186	6,52	200	A	C	DEN		.40	1.10
		WC		Davis 8-0576	3,22	150	A	C	DEN		.40	1.10
SAN ANGELO, TEX.	SAT	CO	6511 & 2-1696	7196	3,22	200	C	C	SAT		.50	1.10
		TC		8193	3	150	C	C	SAT		.50	1.10
SAN ANTONIO, TEX.	SAT	AA	TA 2-3991	Taylor 4-1401	5,15,10	6000	A	A	C		.55	1.10
		BN		Taylor 2-3351	52,9,50	500	A	A	C		.55	1.10
		CMA		CA-5-6303	4,5		A	A	C			
		CO		Taylor 6-8591	10,5,6	420	A	A	C		.55	1.10
		EA		Taylor 6-3230	9,7,10,1,52	200	A	A	C		.55	1.10
		TT		Taylor 6-6301	3	150	A	A	C		.55	1.10
SAN BENITO, TEX.	HRL	TT	EX 9-1981	GA-3-4200	3	150	C		DAL		No Service Available	
SAN BERNARDINO, CALIF.	JSB	LX	Ukeda 444-131	20	200	C			LAX		No Service Available	
SAN DIEGO, CALIF.	SAN	WA	AE 3-7238	Yukon 6-1119	6	200	C		LAX		No Service Available	
		AA		Cypress 6-6128	5,10,50c	600	C	A	LAX	G	.65	1.50
		BL		Cypress 6-6144	54	200	C	A	AC		.65	1.50
		FT		Cypress 6-6273	Served through BUR	6000	C	A	AC		.65	1.50
		UA		BELmont 4-7171	9,3,6,10,50c	400	C	A	AC		.65	1.50
		WA		Cypress 8-8861	6	200	C	A	AC		.65	1.50
SANDSPIT, B. C.	YZP	CP		3	200							
SAN FRANCISCO, CALIF.	SFO	AA	EXbrook 2-3100	Yukon 2-4620	5,15,50,10	6000	A	A	AC	G	.80	1.70
		FT		Plaza 5-9405	1,15,23	10000	A	A	AC		.80	1.70
		JLP		Uuno 3-3612	6	600	A	A	AC		.80	1.70
		PAA		EX-7-1414	15,50,53	5500	A	A	AC		.80	1.70
		PC		Plaza 5-9200	3,19,54	200	A	A	AC		.80	1.70
		TV		Yukon 2-5800	8,7,50,23,55	7500	A	A	AC		.80	1.70
		UA		Uuno 8-2424	9,15,6,10,53,50C,5	6000	A	A	AC		.80	1.70
		WA		Plaza 6-0677	6,52,50	200	A	A	AC		.80	1.70
		WC		Plaza 6-8555	3	150	A	A	AC		.80	1.70
SAN JOSE, CALIF.	SJC	PC	Cypress 2-0434	Cypress 5-9408	3,19,54	200	C	C	SFO		1.10	2.20
SAN JUAN, PUERTO RICO.	SJU	DL		9-0045	9	200		A	AC			
		AVIACA		9-0020	10,6,23,53A	4000	C	A	AC			
		PAA		3-8000	2,6,50,53,15	5500		A	AC		.60	1.35
		RD		9-0360	1,2	6000	C	A	AC			
		TRC		San Juan 9-0037	4,6,2	4000	C	A	AC		.65	1.35
SAN LUIS OBISPO, CALIF.		PC		Enterprise 1-1513							No Service Available	
SANTA ANA, CALIF.	SNA	BL	RI 2-1269	KIMberly 5-1146	54	200	C	C	LAX		.65	1.50
		LX		20	20	200	C	C	LAX			
SANTA BARBARA, CALIF.	SBA	PC		Woodland 8-5121	Airfreight Service Suspended			C	LAX		No Service Available	
		UA		Woodland 7-1255	9	200	A	A	LAX		No Service Available	
SANTA CLARA, CALIF.	SVC			See San Jose, Calif.								
SANTA CRUZ, CALIF.	SVC	CO	3-6451	YUcca 3-6397	3,22	200	C	C	ELP	G	1.05	1.10
SANTA FE, N. M.	SAF											
SANTA MARIA, CALIF.	SMX	PC		Walnut 5-8835	3,19,54	200	C	C	LAX		No Service Available	
SANTA MONICA, CALIF.	SMO	LX	EX 3-8287	20	200	C			LAX		No Service Available	
SANTA ROSA, CALIF.	STS	PC		Liberty 2-7095	3,19	200	C	C	SFO		No Service Available	
SARASOTA LAKE, N. Y.	SLK	EA		2C52	19	200	C	C	MAL		No Service Available	
SARASOTA, FLA.	SRQ	NA	RLneling 6-3565	Elgin 5-6447	9,52	200	A	C	TFA		.50	1.00
		RD		(Demand Service)							.50	1.00
SASKATOON, SASK.	YXE	TC		8224	13,22	400	C	C	C		.50	1.00
SAULT STE. MARIE, MICH.		CA	ME 2-8461	MELrose 2-3371	3,4	250	C	C	AC	G	.50	1.00
		NO		Gypsy 5-2215	3,9	200	C	C	AC	G	.50	1.00
SAULT STE. MARIE, ONT.	INR	TC		Algoma 6-5666	22	200	C	C	C		.35	.75
SAVANNAH, GA.	SAV	DL	Adams 2-1125	Adams 3-0267	9	200	A	A	C	G	.75	1.50
		EA		Adams 3-6651	19	300	A	A	C		.75	1.50
		NA		Adams 6-8234	9,6	200	A	A	C		.75	1.50
SCOTT BLUFF, NEB.	BFF	FL	59	MELrose 5-2067	3,9	200	C	C	DEN		.55	1.10
SCHREFFVILLE, P. Q.	YHL	QSA		See Wilkes-Barre, Pa.								
SCRANTON, PA.	ANP	AS	DI 7-3083	Cherry 2-0600	4,6	1000	C	C	AC	G	.60	1.65
SEATTLE, WASH.	SEA	NW	Cherry 2-4241	Cherry 4500	6,10,52,53B,15A	2000	C	C	AC		.60	1.65
(Seattle Tacoma).		PAA		MA-4-2121	6,50,53	1100	C	C	AC		.60	1.65
		PN		Cherry 3-1079	4,8,16		C	C	AC		.60	1.65
		TC		Cherry 2211	3	300	C	C	AC		.60	1.65
		UA		Cherry 4-4000	9,6,10,5,33,50C,15	6000	C	C	AC		.60	1.65
		WA		Cherry 3-5800	6,52,50	200	C	C	AC		.60	1.65
SEATTLE, WASH.	BFI	FT		Parkway 3-5916	1	10000	C	C	AC		.60	1.65
		WC		Parkway 5-5500	3	150	C	C	AC		.60	1.65
SEMA, ALA.	SES	DL	TA 4-8101	4-7581	3	100	C	C	ATL		.45	.90
		SO		Trinity 4-7581	3	100	C	C	ATL			
SEVEN ISLANDS, QUE.	YZV	TC		22	600	C	C	C	C		No Service Available	
SHEFFIELD, ALA.	MSL	EA	EV 3-6414	Evergreen 3-5521	19,9	200	C	A	BHM		.35	.75
		SO		Evergreen 3-4581	3,9	200	C	A	BHM		.35	.75
SHELBYVILLE, TENN.	THA	SO		See Tullahoma, Tenn.								
SHERIDAN, WYO.	SHR	WA	OR 4-4571	ORchard 4-2474	6	200	C	C	GTF		.50	1.00

CARGO

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G-19

EMBARGOES

COMMODITY	POINTS	CARRIER(S)	REMARKS
FLOWERS	Asheville, Elizabeth City and Rocky Mount, N.C., via any gateway, also Charlotte, Raleigh/Durham, Winston-Salem, N. C., via Knoxville only.	CAPITAL	
LIVE ANIMALS	Through Chicago	OZARK	
LIVE ANIMALS	Between Eureka/Arcata and points south.	PACIFIC	Not accepted on Martin or F-27 equipment.
LIVE ANIMALS	All points.	TRANS-TEXAS	All equipment; 6/1/61 - 10/1/61, applies to Excess Baggage and Air Express.
MEAT, MEAT PRODUCTS.	Off-line points within Mexico	AMERICAN	

CARRIER SERVICES

Carriers	Air Freight Services					Equipment		Protective Services					Special Services								
	Pick-Up and Delivery	Advance Charges	Deferred Air Freight	Air/Bus	Air/Truck		Combination Aircraft	All Cargo Aircraft	Speedpak	Attendants Note 1					"PRI" or "HOLD" Baggage	Household Goods	Assembly or Distribution	Household Pets	Stopping-in-Transit	Storage	Horse Stalls
					Joint Tariffs	Separate Tariffs				CAF/BAF/RAF/RC/PAF/Note 3	Armed Guards	Human Remains	Live Animals	Any Shipment							
ALASKA AIRLINES, INC.	X	X	X	X			X						X	X	X	X	X			X	
ALLEGHENY AIRLINES, INC.	X	X		X			X						X	X	X	X	X			X	
AMERICAN AIRLINES, INC.	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	
BONANZA AIR LINES, INC.	X	X		X			X								X	X	X			X	
BRANIFF AIRWAYS, INC.	X	X	X				X	X	X		X	X	X	X	X	X	X	X		X	
CANADIAN PACIFIC AIRLINES, INC.	X	X					X	X	X						X	X	X	X		X	
CAPITAL AIRLINES, INC.	X	X		X			X								X	X	X	X		X	
CENTRAL AIRLINES, INC.	X	X					X								X	X	X	X		X	
CONTINENTAL AIR LINES, INC.	X	X	X	X	X	X	X	X							X	X	X	X		X	
DELTA AIR LINES, INC.	X	X					X	X			X	X	X	X	X	X	X	X	X	X	
EASTERN AIR LINES, INC.	X	X		X			X	X	X		X	X	X	X	X	X	X	X		X	
ELLIS AIR LINES							X														
THE FLYING TIGER LINE INC.	X	X	X	X	X	X	X	X			X	X	X	X	X	X	X	X	X	X	X
FRONTIER AIRLINES, INC.	X	X					X								X	X	X	X		X	
HAWAIIAN AIRLINES, LTD.	X			X			X	X	X		X	X	X	X		X	X	X		X	
LAKE CENTRAL AIRLINES	X	X					X											X		X	
MOHAWK AIRLINES, INC.	X	X		X			X	X							X	X	X	X		X	
NATIONAL AIRLINES, INC.	X	X		X			X	X	X		X	X	X		X	X	X	X		X	
NEW YORK AIRWAYS, INC.	X	X					X	X				X	X		X	X	X	X		X	
NORTH CENTRAL AIRLINES, INC.	X	X					X								X	X	X	X		X	
NORTHEAST AIRLINES, INC.	X	X					X								X	X	X	X		X	
NORTHERN CONSOLIDATED AIRLINES	X	X					X									X	X	X			
NORTHWEST AIRLINES, INC.	X	X		X	X	X	X	X							X	X	X	X		X	
OZARK AIR LINES, INC.	X	X					X								X	X	X	X		X	
PACIFIC AIRLINES, INC.	X	X					X								X	X	X	X		X	
PACIFIC NORTHERN AIRLINES, INC.	X						X		X												
PAN AMERICAN-GRACE AIRWAYS, INC.	X	X					X	X	X	X		X	X	X	X	X		X			
PAN AMERICAN WORLD AIRWAYS SYSTEM	X	X					X	X	X						X	X	X	X			X
PIEDMONT AVIATION, INC.	X	X		X			X								X	X	X	X		X	
RIDDLE AIRLINES, INC.	X	X	X	X	X	X	X	X			X	X	X		X	X	X	X	X	X	
SEABOARD & WESTERN AIRLINES, INC.	X	X					X	X							X	X	X	X			
SOUTHERN AIRWAYS, INC.	X	X					X								X	X	X	X		X	
TRANS-CANADA AIR LINES	X	X					X	X	X						X	X	X	X		X	
TRANS-CARIBBEAN AIRWAYS							X	X													
TRANS-TEXAS AIRWAYS	X	X		X			X								X	X	X	X		X	
TRANS WORLD AIRLINES, INC.	X	X	X	X			X	X	X			X	X	X	X	X	X	X	X	X	
UNITED AIR LINES, INC.	X	X		X			X	X	X		X	X	X		X	X	X	X		X	
WEST COAST AIRLINES, INC.	X	X					X								X	X	X	X			
WESTERN AIR LINES, INC.	X	X		X			X								X	X	X	X		X	
WIEN ALASKA AIRLINES, INC.	X	X					X	X	X		X	X	X	X	X	X	X	X	X	X	

Note 1 - Attendants carried on all cargo aircraft only. Note 2 - Applicable to CPA and TCA in Canada only. Note 3 - Services offered: AA - Committed Air Freight; PAA/PANAGRA - Reserved Cargo TW Booked Air Freight; BN, UA - Reserved Air Freight; FT - Protected Air Freight.

AIR — BUS — AIR

An agreement is in effect between most U.S. domestic air carriers and eleven Greyhound operating companies which permits transfer of shipments from Air to Bus or Bus to Air or any combination of these services thereby providing through service from off-line airline points to on-line or off-line destinations. The agreement covers some 200 points in 45 States which were established upon the basis of availability of proper Greyhound terminal facilities and airline pick-up and delivery service. All interchange of shipments will be made at Greyhound (in-town) terminals. All points of interchange are indicated by "G" in the U. S. A. and Canadian City Directory.

In general shipments accepted for this service should not exceed 100 pounds in weight per piece nor the dimensions 24" x 24" x 45" per piece.

Transportation charges consist of the total of:

- the Greyhound carrier's inter-city rate;
- the airline's inter-city rate;
- the airline's pick-up and delivery charge for transfer between the Greyhound terminal and the airport.

The terms, conditions, rates and charges of Greyhound's services are set forth in the NBTA "Air Proportional Express Tariff No. B-660," MB-I.C.C. No. 80.

AIRCRAFT LOADING CHARTS

Aircraft	Chart No.	Page No.	Aircraft	Chart No.	Page No.
Curtiss C-46 (All Cargo).....	1	G-17	Douglas DC-6A (Comb.).....	15A	G-23
Curtiss C-46 (Super D-46).....	1A	G-17	Lockheed Constellation Speedpak.....	16	G-24
Douglas C-54.....	2	G-18	Smith Curtiss Commuter.....	18	G-24
Douglas DC-3.....	3	G-19	Martin.....	19	G-24
Douglas DC-4.....	4	G-20	Sikorsky S-55.....	20	G-24
Douglas DC-6.....	5	G-20	Vertol 44.....	21	G-24
Douglas DC-6B.....	6	G-21	Viscount.....	22	G-24
Lockheed Super Constellation (Comb.).....	7	G-21	Lockheed Super Constellation (All Cargo)...	23	G-24
Lockheed Constellation 749H (All Cargo)....	7A	G-19	Lockheed Jetstream Constellation (1649 All Cargo).....	23	G-24
Lockheed Constellation.....	8	G-21	Fairchild C-82.....	24	G-24
Consolidated Convair.....	9	G-22	Boeing 707.....	50	G-25
Douglas DC-7, 7-B, 7-C.....	10	G-21	Boeing 720.....	90C	G-24
Boeing Stratocruiser.....	11	G-22	DeHavilland Comet IV.....	51	G-25
Canadair North Star (All Cargo).....	12	G-22	Lockheed Electra.....	52	G-25
Canadair North Star (Comb.).....	13	G-23	Douglas DC-8.....	53, 53A, 53B, 53C	G-17
Douglas C-47 (All Cargo).....	14	G-23	Douglas DC-8.....	54	G-25
Bristol Britannia.....	14A	G-23	Fairchild F-27 (See DC-3 chart).....	55	G-19
Douglas DC-6A, DC-7F.....	15	G-23	Convair 880.....		

1 CURTISS C-46 (ALL CARGO)

FIRST DIMENSION (IN INCHES)
Not Applicable to DL (See Chart 1-A)

	12	24	36	48	60	72
3	456	456	456	444	336	264
6	456	456	456	444	306	234
9	456	456	456	444	278	206
12	456	456	456	444	258	184
15	456	456	456	396	240	167
18	390	390	390	354	224	152
21	354	354	354	324	210	138
24	324	324	324	300	198	126
27	295	295	295	276	186	114
30	270	270	270	258	175	103
33	252	252	252	240	165	92
36	240	240	240	224	157	84
39	224	224	224	210	149	77
42	210	210	210	198	140	70
45	198	198	198	186	134	63
48	186	186	186	176	127	58
51	176	176	176	166	120	
54	166	166	166	158	114	
57	158	158	158	150	108	
60	150	150	150	142	102	
63	144	144	144	134	96	
66	136	136	136	128	90	
69	128	128	128	122	85	
72	122	122	122	115	79	
75	110	110	110	102	68	
78	102	102	102	94	61	
81	90	90	90	84	54	
84	86	86	86	79		

FIND THIRD DIMENSION
(IN INCHES) AT INTERSECTION OF
FIRST AND SECOND DIMENSIONS

1-A CURTISS C-46R (All Cargo) APPLICABLE TO DL ONLY

INCH	HEIGHT (INCHES)															
	8	12	16	20	24	28	32	36	40	44	48	54	56	60	63	66
14	389	389	389	389	389	389	389	389	389	389	389	337	221	221	184	122
18	342	342	342	342	342	342	342	342	342	342	342	294	198	198	168	114
22	309	309	309	309	309	309	309	309	309	309	309	259	259	182	151	103
26	278	278	278	278	278	278	278	278	278	278	278	236	170	170	139	96
30	247	247	247	247	247	247	247	247	247	247	247	212	156	156	123	87
34	223	223	223	223	223	223	223	223	223	223	223	193	144	144	109	78
38	206	206	206	206	206	206	206	206	206	206	206	177	134	134	99	70
42	192	192	192	192	192	192	192	192	192	192	192	162	122	122	87	63
46	176	176	176	176	176	176	176	176	176	176	176	151	112	112	75	56
50	165	165	165	165	165	165	165	165	165	165	165	141	104	104	61	51
54	151	151	151	151	151	151	151	151	151	151	151	132	96	96	49	45
58	139	139	139	139	139	139	139	139	139	139	139	123	85	85	49	45
62	130	130	130	130	130	130	130	130	130	130	130	109	85	85	48	45
66	120	120	120	120	120	120	120	120	120	120	120	84	85	85	47	45
70	111	111	111	111	111	111	111	111	111	111	111	66	85	85	45	45
74	99	99	99	99	99	99	99	99	99	99	99	66	85	85	45	45
78	75	75	75	75	75	75	75	75	75	75	75	66	84	84	45	45
82	75	75	75	75	75	75	75	75	75	75	75	66	84	84	45	45
86	75	75	75	75	75	75	75	75	75	75	75	65	84	84	45	45
90	75	75	75	75	75	75	75	75	75	75	75	65	84	84	45	45
94	75	75	75	75	75	75	75	75	75	75	75	64	84	84	45	45
98	74	74	74	74	74	74	74	74	74	74	74	63	84	84	45	45
102	73	73	73	73	73	73	73	73	73	73	73	63	84	84	45	45
106	72	72	72	72	72	72	72	72	72	72	72	62	84	84	45	45

DOUGLAS DC-8															
53C	6	9	12	15	16	17	18	19	20	21	22	23	24	25	26
3 A	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292
B	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292
C	296	295	294	294	294	294	293	293	293	293	292	292	292	292	292
6 A	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289
B	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289
C	296	295	294	293	292	291	291	291	291	291	290	290	290	289	289
9 A	294	270	258	246	243	240	237	236	232	229	226	224	222	220	217
B	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217
C	294	270	254	244	242	240	237	236	232	229	225	224	222	220	217
12 A	294	258	240	220	214	208	202	198	192	188	186	183	181	179	175
B	294	254	224	205	199	194	189	185	181	178	174	171	168	165	160
C	294	254	224	205	199	194	189	185	181	178	174	171	168	165	160
15 A	293	258	203	175	171	167	163	161	158	156	154	152	150	149	147
B	293	247	203	170	161	153	146	140	130	131	127	124	121	119	117
C	293	247	203	170	161	153	146	140	135	132	131	131	130	130	130
18 A	286	240	194	168	164	161	157	154	151	149	146	144	142	140	138
B	286	236	194	160	148	140	134	128	124	121	118	116	113	111	109
C	286	236	194	160	148	140	134	129	128	127	127	126	126	125	123
21 A	275	232	184	159	154	150	146	142	139	136	133	130	128	126	124
B	275	224	184	146	134	126	121	118	114	112	110	108	106	105	104
C	275	224	184	146	134	130	128	126	124	123	122	121	120	118	117
24 A	271	220	178	154	148	144	140	136	132	128	124	121	118	115	112
B	271	216	176	126	118	114	110	108	108	104	102	101	100	99	98
C	271	216	176	132	128	126	123	121	120	118	117	116	114	112	110
27 A	254	214	164	140	131	126	122	117	113	108	104	101	98	96	94
B	254	200	144	112	108	104	101	99	97	95	94	93	92	91	90
C	254	200	144	122	118	117	114	109	104	100	100	100	98	97	96
30 A	234	183	148	128	120	107	94	89	87	87	87	87	86	84	83
B	234	180	123	102	97	93	91	89	87	87	87	87	86	84	83
C	234	180	123	106	103	100	98	97	96	95	94	93	92	91	90
33 A	218	164	128	102	87	83	81	80	79	78	78	77	76	75	74
B	218	140	108	91	87	83	81	80	79	78	78	77	76	75	74
C	218	140	108	92	88	86	84	83	83	82	82	81	80	78	76
36 A	195	136	95	79	75	72	70	70	70	70	70	69	68	66	65
B	195	120	95	79	75	72	70	70	70	70	70	69	68	66	65
C	195	120	95	79	75	72	70	70	70	70	70	69	68	66	65

Length Restricted To Inches at Intersection of Height and Width

LINE A - Applicable only to TCA
LINE B - Applicable only to ALITALIA
LINE C - Applicable only to PAA

AIRCRAFT LOADING CHARTS

2

DOUGLAS C-54

WIDTH OR HEIGHT (IN INCHES)

HEIGHT OR WIDTH (IN INCHES)	WIDTH OR HEIGHT (IN INCHES)																							
	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
2	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
4	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
6	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
8			550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
10				550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
12					550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
14						550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
16							550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
18								550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
20									550	550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
22										550	550	550	550	550	550	550	550	550	550	550	550	550	550	550
24											550	550	550	550	550	550	550	550	550	550	550	550	550	550
26												550	550	550	550	550	550	550	550	550	550	550	550	550
28													550	550	550	550	550	550	550	550	550	550	550	550
30														550	550	550	550	550	550	550	550	550	550	550
32															550	550	550	550	550	550	550	550	550	550
34																550	550	550	550	550	550	550	550	550
36																	550	550	550	550	550	550	550	550
38																		550	550	550	550	550	550	550
40																			550	550	550	550	550	550
42																				550	550	550	550	550
44																					550	550	550	550
46																						550	550	550
48																							550	550
50																								550
52																								
54																								
56																								
58																								
60																								
62																								
64																								
66																								
68																								
70																								
72																								
74																								
76																								
78																								
80																								
82																								
84																								
86																								
88																								
90																								
92																								
94																								

		WIDTH OR HEIGHT (IN INCHES)						WIDTH ONLY (IN INCHES)																				
		56	58	60	62	64	66	68	70	72	74	76	78	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94
2	4	550	550	550	550	550	550	407	276	249	233	230	208	198	192	188	182	178	173	168	163	160	155	150	146	141	137	133
	8	550	550	550	550	550	550	368	247	225	211	200	190	181	177	173	169	165	162	158	154	150	147	143	140	137	133	
	12	548	547	547	546	543	540	355	234	212	198	188	179	171	167	164	161	157	154	151	148	145	142	139	136	133	130	
8	10	543	540	538	530	522	516	348	222	201	188	178	170	162	159	157	154	151	148	145	143	140	137	135	132	129	127	
	12	533	527	521	508	495	488	335	210	190	178	168	160	154	151	148	145	143	140	138	136	133	131	129	127	125		
	14	505	499	492	478	464	454	310	202	184	172	163	156	150	148	145	143	141	139	136	134	132	130	128	126	124		
14	16	476	470	462	448	431	421	290	195	178	167	160	153	147	145	142	140	137	135	133	132	130	128	126	124	122		
	18	445	438	431	414	391	383	264	186	171	162	155	149	144	141	139	137	135	133	131	129	128	126	124	123			
	20	413	405	397	378	350	340	244	180	164	157	151	146	141	139	137	135	133	131	129	128	126	125	123	121			
20	22	378	368	357	332	303	295	233	169	157	151	147	142	138	136	135	133	131	129	128	126	125	123	122	120	119		
	24	342	330	315	289	278	265	215	162	152	146	141	137	134	132	130	129	127	126	125	123	122	121	120	118			
	26	317	304	290	275	261	254	200	155	147	141	137	133	130	128	127	126	124	123	122	121	120	119	118	117			
26	28	299	286	273	260	248	230	190	150	143	138	134	130	127	125	125	123	122	121	120	119	118	117	116	115			
	30	283	271	261	247	237	225	181	147	141	136	132	128	126	124	123	122	121	120	119	118	117	116	115	114			
	32	269	259	250	237	227	215	176	146	140	135	131	127	124	123	122	121	120	119	118	117	116	115	114	113			
32	34	257	247	238	227	218	208	172	144	138	133	129	126	123	122	120	119	118	117	116	115	114	113	112	111			
	36	246	237	228	218	209	199	167	143	136	131	127	124	121	119	118	117	116	115	114	113	112	111	110	109			
	38	235	226	217	209	200	191	160	141	135	130	126	122	119	118	117	116	115	114	113	112	111	110	109	108			
40	40	225	216	208	201	192	182	156	139	133	128	124	121	118	117	116	115	114	113	112	111	110	109	108	107			
	42	214	207	199	192	184	175	153	138	132	127	123	120	117	116	115	114	113	112	111	110	109	108	107	106			
	44	205	198	191	184	176	168	150	137	131	126	122	119	116	115	114	113	112	111	110	109	108	107	106	105			
44	46	195	189	183	176	169	160	146	136	130	125	121	118	115	114	112	111	110	109	108	107	106	105	104	103			
	48	186	180	175	168	162	156	142	134	128	124	121	117	114	113	112	111	110	109	108	107	106	105	104	103			
	50	177	172	167	161	155	149	139	132	127	123	119	116	112	111	110	109	108	106	105	104	103	102	101	100			
50	52	170	164	159	153	157	143	136	131	126	122	118	115	112	111	110	108	107	106	105	104	103	102	101	100			
	54	163	158	153	147	143	137	132	127	123	120	116	113	111	110	108	107	106	105	104	103	102	101	101	100			
	56	158	152	147	142	138	133	129	125	121	118	114	112	109	108	107	106	105	104	103	103	102	101	101	100			
56	58	152	147	142	138	134	131	126	122	119	115	112	110	108	107	106	105	104	104	103	102	101	100	100	99			
	60	142	138	134	129	129	127	122	119	116	113	110	108	106	105	105	104	104	103	103	102	101	101	100	99			
	62	134	130	126	123	123	123	119	116	113	111	109	107	105	104	103	102	101	100	99	99	99	99	99	98			
62	64			126	121	119		115	112	109	107	105	103	101	100	99	98	97	96	95								
	66			117	114	111		110	107	105	102	100	98	96	95	94	93											
	68							108	105	102	100	98	96	95	94	93												

AIRCRAFT LOADING CHARTS

3

DOUGLAS DC-3

Not applicable to TC

FIRST DIMENSION (IN INCHES)

SECOND DIMENSION (IN INCHES)	FIRST DIMENSION (IN INCHES)										
	2	4	6	8	10	12	14	16	18	20	22
2	71										
4	71	69									
6	71	69	67								
8	71	69	67	66							
10	71	69	67	66	65						
12	71	69	67	66	65	65					
14	71	69	67	66	65	65	64				
16	71	69	67	66	65	65	64	63			
18	71	69	67	66	65	65	64	63	61		
20	71	69	67	66	65	65	64	63	61	61	
22	68	67	66	66	65	65	64	63	60	60	60
24	60	60	60	60	60	60	60	60	60	60	
26	60	60	60	60	60	60	60	60	60	40	
28	42	42	42	42	42	42	42	42	40	37	
30	36	36	36	36	36	36	36				
32	34	34	34	34	34						
34	34	34	34								

EXCEPTIONS:
Because of variations in the modification of DC-3 equipment such as larger cargo doors, the following carriers accept maximum dimensions of:

CN..... 23'x28'x44'
CP..... 24'x28'x35'
 56'x56'x 93'
 24'x60'x181'
LC..... 20'x24'x44'
FL..... 36'x44'x86'
NE, PC..... 28'x 40'x44'

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

Applicable only to TC

LENGTH (IN INCHES)

	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50	52	54	56	58	60	62	64
2	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
4	65	65	65	64	64	63	61	60	59	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34
6	64	64	64	63	63	62	60	59	58	56	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	57	34	34	34
8	64	64	64	63	63	62	60	59	58	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33
10	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	33	33	33
12	63	63	63	62	62	61	59	58	57	55	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	56	32	32	32
14	62	62	62	61	61	60	58	57	56	54	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	55	31	31	31
16	62	62	62	61	61	60	58	57	56	54	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
18	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
20	61	61	61	60	60	59	57	56	55	53	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
22	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
24	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36
26	60	60	60	59	59	58	56	55	54	52	50	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36

7A

CONSTELLATION 749H (ALL CARGO)

PACKAGE WIDTH IN INCHES

HEIGHT IN INCHES	PACKAGE WIDTH IN INCHES															
	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96
12	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114
24	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114
36	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114
48	540	540	540	475	378	314	268	233	206	183	165	152	140	132	122	114
54	540	540	452	361	298	255	223	201	177	164	152	137	126	118	110	103
60	540	446	360	300	258	223	197	173	155	142	131	120	112	105	99	93
66	412	330	278	238	208	183	162	146	133	123	115	106	100	94	89	85
70	337	281	243	210	185	164	146	133	122	113	107	99	93	88	84	80

PACKAGE LENGTH IN INCHES FIND LENGTH AT INTERSECTION OF HEIGHT & WIDTH

CLEAR AREA OF DOOR 108" WIDE & 74" HIGH

55

CONVAIR 880

Width (Inches)	Package Length (Inches)								
	4	8	12	16	20	24	28	32	34
Height (Inches)									
28	136	125	116	106	97	88	79	70	
24	149	139	129	119	110	100	90	80	75
20	154	146	137	129	119	110	100	89	84
16	158	153	146	138	129	118	107	94	86
12	160	158	151	142	132	122	110	97	90
8	160	160	158	151	141	124	112	103	99
4	160	160	160	158	148	126	114	105	102

AIR CARGO

AIRCRAFT LOADING CHARTS

4

DOUGLAS DC-4

LINE A applies to: CA, KL,
LINE B applies to: NW

FIRST DIMENSION (IN INCHES)														
LINE	4	6	8	10	12	14	16	18	20	22	24	26	28	
4	A	86												
	B	72												
12	A	86	86	86	86	86								
	B	72	72	65	65	60								
14	A	86	86	86	86	86	86							
	B	72	72	65	65	60	57							
16	A	86	86	86	86	86	86	86						
	B	65	65	65	65	60	57	55						
18	A	86	86	86	86	86	86	86	86					
	B	65	65	65	65	60	57	55	52					
20	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
22	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50	47			
24	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
26	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
28	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
30	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
32	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
34	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
36	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
38	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
40	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
42	A	86	86	86	86	86	86	86	86	76	71	67	64	
	B	65	65	65	65	60	57	55	52	50	47	45	42	
44	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47	45		
46	A	86	86	86	86	86	86	86	86	76	71	67		
	B	65	65	65	65	60	57	55	52	50	47			
48	A	86	86	86	86	86	86	86	86	76	71			
	B	65	65	65	65	60	57	55	52	50				
50	A	86	86	86	86	86	86	86	86	76				
	B	65	65	65	65	60	57	55	52	50				
52	A	86	86	86	86	86	86							
	B	65	65	65	65	60	57	55	52					
54	A	86	86	86	86									
	B	65	65	65	65	60	57	55						
56	A	86												
	B	—												

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

5

DOUGLAS DC-6

LINE A applies to: AA, CO
LINE B applies to: BN, DL, KL, NA, SN, SAS
LINE C applies to: UA

FIRST DIMENSION (IN INCHES)															
LINE	2	4	6	8	10	12	14	16	18	20	22	24	26	27	28
2	A	150													
	B	150													
	C	150													
4	A	150	150												
	B	150	150												
	C	150	150												
6	A	150	150	150											
	B	150	150	150											
	C	150	150	150											
8	A	150	150	150	150										
	B	150	149	149	149										
	C	150	150	150	150										
10	A	150	150	150	150	150									
	B	150	143	140	137	133									
	C	150	150	150	150	150									
12	A	150	150	150	150	150	146								
	B	150	138	133	128	124	122								
	C	150	150	150	150	150	146								
14	A	150	150	150	150	150	146	131							
	B	144	131	124	119	118	116	114							
	C	150	150	150	150	150	146	131							
16	A	150	150	150	150	150	146	127	118						
	B	131	122	117	115	112	109	108	108						
	C	150	150	150	150	150	142	127	117						
17	A	150	150	150	150	150	136	123	116	107					
	B	120	115	107	107	106	105	104	104	104					
	C	150	150	150	150	135	123	121	111	105					
18	A	150	150	150	150	138	128	120	114	101	98				
	B	112	107	105	103	102	101	100	100	99	98				
	C	150	150	150	142	131	110	104	98	95	90				
20	A	150	150	150	148	130	118	116	106	96	94	86			
	B	104	100	98	97	97	97	96	96	95	94	86			
	C	150	150	147	130	125	103	98	92	90	84	81			
22	A	150	150	143	127	121	110	105	98	94	90	82	78		
	B	96	94	94	93	93	93	92	92	91	90	82	74		
	C	150	147	138	123	115	96	91	88	84	78	74	71		
24	A	148	148	138	123	113	100	95	93	91	83	79	73	67	
	B	92	90	90	89	89	88	88	88	87	87	78	70	52	
	C	147	143	128	116	110	90	84	81	79	73	73	71	67	
26	A	147	147	128	115	98	91	90	87	85	77	73	72	67	67
	B	87	86	85	85	85	84	83	83	82	81	73	66	52	52
	C	143	130	118	103	95	85	82	77	75	73	73	71	—	67 40
28	A	143	128	118	108	94	89	87	84	83	76	71	71	67	67
	B	82	81	80	80	80	79	79	78	78	69	69	52	52	52
	C	133	118	108	95	89	80	76	72	71	67	63	58	43	
30	A	123	108	96	90	82	80	77	77	75	73	71	71	67	67
	B	77	77	76	75	75	75	74	74	73	72	65	57	52	52
	C	123	108	92	90	82	76	70	69	67	63	58	54	41	
32	A	110	96	86	80	76	74	73	73	73	73	71	71	67	67
	B	72	72	72	71	71	70	69	69	68	67	61	54	52	52
	C	110	96	86	80	76	72	68	66	65	60	56	52	39	
34	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52
	C	103	84	75	73	73	73	73	73	73	73	71	71	67	67
36	A	103	84	75	73	73	73	73	73	73	73	71	71	67	67
	B	71	69	68	68	67	66	66	65	64	62	56	52	52	52
	C	103	84	75	73	71	69	66	64	61	58	53	48	38	
38	A	88	78	73	73	73	73	73	73	73	73	71	71	67	67
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	C	88	75												
40	A	78	75	73	73	73	73	73	73	73	73	63	63	53	53
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	C	75													
42	A	75	75	73	73	73	73	73	73	73	73	63	63	53	53
	B	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	C	75	75	73	73	73	73	73	73	73	63	63	59	59	
44	A	52	52	52	52	52	52	52	52	52	52	52	52	52	52
	B	73	73	73	73	73	73	73	73						
	C	52	52	52	52	52	52	52	52	52					
46	A	73	73	73	73	73	73	73	73						
	B	52	52	52	52	52	52	52	52	52					
	C	51	51	51	51	51	51	51	51						
48	A	52	52	52	52	52	52	52	52	52					
	B	52	52	52	52	52	52	52	52						
	C	51	51	51	51	51	51	51	51						

1.

FIRST DIMENSION (IN INCHES)

Second Dimension
(In Inches)

CONSOLIDATED CONVAIR

SECOND DIMENSION (IN INCHES)

LINE A Applies to AA and MO
LINE B applies to BN, CO and NO
LINE C applies to WA
LINE D applies to UA, and LC
LINE E applies to DL only
LINE F applies to EA only

CP MAXIMUM DIMENSIONS

28" x 48" x 30"
24" x 48" x 80"
12" x 24" x 98"

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

HEIGHT (IN INCHES)

WIDTH (IN INCHES)

15

WIDTH OR HEIGHT (IN INCHES)

Width
only
(in
inches)

AIRCRAFT LOADING CHARTS

13

CANADAIR NORTH STAR (COMBINATION)

WIDTH (IN INCHES)	HEIGHT (IN INCHES)										
	2	4	8	10	12	14	16	18	20	22	24
2	124	124	124	122	122	120	120	118	116	114	112
4	124	124	124	122	122	120	120	118	116	114	112
6	124	124	124	122	122	120	120	118	116	114	112
8	124	122	122	120	120	118	118	116	114	112	110
10	124	122	122	120	120	118	118	116	114	112	110
12	122	120	118	118	116	114	112	110	108	106	104
14	122	120	118	118	116	114	112	110	108	106	104
16	120	118	118	116	114	112	110	108	106	104	100
18	120	118	118	116	114	112	110	108	106	104	100
20	118	114	114	112	108	104	100	96	94	92	86
22	118	114	114	112	108	104	100	96	94	92	86
24	112	110	108	108	100	96	92	86	80	72	62
26	112	110	108	108	100	96	92	86	80	72	62
28	108	106	106	104	96	92	86	80	72	64	60
30	106	100	96	88	84	80	76	72	64	60	56
32	106	100	96	88	84	80	76	72	64	60	56
34	104	92	88	80	76	72	66	62	60	56	52
36	88	80	80	76	74	72	68	64	62	60	54
37	76	74	72	66	64	64	62	60	58	52	48

FIND LENGTH AT INTERSECTION OF HEIGHT AND WIDTH

15-A

DC-6A COMBINATION PASSENGER AND CARGO

WIDTH INCHES	HEIGHT IN INCHES									
	48	50	52	54	56	58	60	62	64	66
3	265	265	265	265	265	265	265	265	265	265
6	265	265	265	265	265	265	265	265	265	265
12	265	265	265	265	265	265	265	265	265	265
24	265	265	265	265	265	261	248	236	227	217
36	216	211	206	201	198	196	193	187	183	177
48	174	171	170	168	161	149	142	142	142	142
60	138	134	132	131	124	118	111	111	111	111
72	116	110	101	74	74	74	70	70	70	70

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14

DOUGLAS C-47 (ALL CARGO)

HEIGHT OR WIDTH (IN INCHES)	WIDTH ONLY (IN INCHES)									
	40	44	48	52	56	60	64	68	72	84
2	366	366	366	357	357	357	357	353	189	109
4	366	366	366	357	357	357	357	353	189	109
8	362	362	357	357	357	357	353	237	161	109
12	362	357	357	357	357	353	297	177	129	97
16	357	357	357	357	353	325	213	133	117	93
20	357	357	357	353	277	253	153	117	105	93
24	325	309	305	285	253	213	117	109	97	85
28	273	265	253	237	217	153	109	97	89	81
32	233	229	217	197	177	121	105	93	85	81
36	201	197	189	177	153	117	105	89	85	81
40	177	173	169	157	141	105	105	85	85	81
44	173	161	157	145	129	105	101	85	81	77
48	169	133	133	129	117	105	93	81	81	77
52	117	117	117	117	109	105	85	81	81	77
56	97	97	97	97	97	85	69	69	69	69

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

15

DOUGLAS DC-6A (ALL CARGO)

DOUGLAS DC-7F (ALL CARGO)

WIDTH OR HEIGHT (IN INCHES)	HEIGHT OR WIDTH (IN INCHES)																		
	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78
3	623	623	623	623	623	623	623	623	620	612	598	570	547	521	499	473	446	428	412
6	623	623	623	623	623	623	623	620	605	593	581	542	521	501	476	449	431	418	393
9	623	623	623	623	623	623	618	595	579	554	523	494	477	453	438	417	394	382	
12	602	601	580	575	560	545	530	511	504	496	472	458	432	417	404	387	372	363	354
15	550	534	519	506	498	489	475	460	445	436	420	403	392	380	369	358	349	341	330
18	484	477	463	452	444	435	424	414	406	398	384	373	361	349	341	330	321	312	302
21	430	421	414	409	401	395	385	376	367	358	350	339	328	321	313	304	298	289	282
24	398	390	385	379	368	363	359	348	339	330	326	322	319	308	299	291	284	279	271
27	365	358	350	347	341	336	329	322	315	307	298	289	281	278	272	269	266	263	259
30	336	330	328	324	319	311	304	300	294	286	279	271	264	260	257	254	251	247	245
33	318	311	307	301	298	292	287	282	278	271	263	255	248	244	239	235	231	227	224
36	290	286	284	282	280	276	272	267	263	256	249	243	235	231	228	224	219	216	213
39	274	271	269	267	264	260	256	251	248	242	237	230	224	219	215	211	205	201	198
42	259	256	254	252	250	247	243	238	235	230	225	219	214	210	204	199	196	193	189
45	247	244	242	240	238	235	231	226	223	218	213	208	204	201	197	193	189	185	181
48	234	232	230	228	226	223	218	214	211	208	204	199	196	192	188	185	181	177	175
51	222	220	218	216	214	210	207	203	200	195	191	188	184	180	177	174	172	170	168
54	210	208	206	205	202	198	195	193	191	188	185	181	179	173	171	168	165	163	162
57	198	196	194	192	190	187	185	183	182	178	175	173	171	167	164	162	159	157	155
60	189	186	184	182	180	178	176	174	173	171	169	168	163	160	158	155	153	149	
63	181	179	177	175	173	170	168	166	165	163	160	158	156	154	151	149	146	144	142
66	174	171	169	167	165	164	162	160	159	156	154	152	151	148	146	144	142	140	138
69	169	166	163	161	160	159	158	154	152	150	148	147	146	144	141	139	137	135	134
72	163	161	158	156	153	151	150	148	146	145	143	142	141	139	137	136	134	132	130
75	157	155	152	150	147	145	144	142	140	139	138	137	135	134	132	130	128	126	
78	151	149	146	144	141	139	138	136	134	133	132	131	130	128	126	123	121	118	
81	146	143	140	138	135	133	131	130	129	128	127	126	125	122	120	116	115		
84	141	138	135	132	129	128	127	126	125	124	123	122	120	118	115				
87	136	133	130	127	124	122	121	119	118	117	115	114	113						
90	132	128	125	122	121	120	118	117	116	115	112								
93	127	124	122	119	116	115	114	113	112	111									
96	124	121	119	116	114	113	112												
99	120	118	116	114	112														
102	117	115																	
103	115																		

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH

14-A BRISTOL BRITANNIA

HEIGHT IN INCHES	HEIGHT IN INCHES						
	11	17	20	23	25	27	30
5	161	161	161	161	151	138	129
7	155	155	154	153	144	133	125
9	150	150	148	145	137	128	121
11	145	145	142	139	132	124	117
13	140	140	136	133	126	120	114
15	135	135	132	128	121	116	110
17	132	132	128	123	117	112	106
19	128	128	123	118	114	108	102
21	124	124	119	115	109	104	98
22	120	120	115	111	106	100	95
24	116	116	112	107	101	97	91
26	113	113	107	103	97	93	87
28	108	108	103	99	94	89	82
30	104	104	99	96	90	85	78
32	100	100	96	91	86	81	75
34	96	96	92	88	82	78	71
36	93	93	88	84	78	74	6

AIRCRAFT LOADING CHARTS

19 MARTIN

LINE A applies to: EA

LINE B applies to: DL, TW

LINE C applies to: AL, PC

FIRST DIMENSION (IN INCHES)

	Line	8	9	12	15	19	20	30	40	60	63
3	A	136	136	136	136	136	74	74	74	74	74
	B	70	70	70	70	70	70	70	56	56	40
	C	56	56	56	56	56	56	56	34	34	34
6	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
9	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
12	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
15	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
20	A	136	74	74	74	74	74	74	74	74	74
	B	70	70	70	70	70	70	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
23	A	136	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	56	34	34	34
25	A	74	74	74	74	74	74	69	69	69	69
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	24	24	24	24
30	A	74	74	74	74	74	74	56	56	44	44
	B	70	70	70	70	56	56	56	56	40	40
	C	56	56	56	56	56	56	24	24	24	24
33	A	74	74	74	74	74	74	56	56	—	—
	B	70	70	70	70	56	56	56	56	—	—
	C	56	56	56	56	56	56	24	24	24	24
34	A	74	74	74	74	—	—	—	—	—	—
	B	70	70	70	70	—	—	—	—	—	—
	C	56	56	56	56	56	56	24	24	24	24

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

[illegible]

Find length (in inches) at intersection of height and width. Length figures shown in parenthesis () can be used only if cargo is inserted diagonally through the door.

22 VISCOUNT

FIRST DIMENSION (IN INCHES)

		15	20	25	30	35	40	45	50	52	54	55	56	58	60	65	70	75	80	85	90	95	100
8	A								36	36	36		36	36	36	20	20	18	18	18	18	18	18
10	A								35	35	35		35	35	35	20	20	18	18	18	18	18	18
	B	46	46	46	46	46	37	37	35							18	18	18	18	18	18	18	
12	A								35	35	35		35	35	20	20	70	18	18	18	18	18	18
	B	46	46	46	46	46	36	36	35							18	18	18	18	18	18	18	
14	A								35	35	35		35	35	20	20	20	19	18	18	18	17	17
	B	46	46	46	46	46	35	35	35			35				18	18	18	18	18	18	18	
16	A								34	34	20		20	20	20	19	18	18	18	18	17	17	17
	B	46	45	45	45	35	35	35	35			35				18	18	18	18	18	18	18	18
18	A								33	30	20		20	20	20	19	18	17	17	17	17	17	17
	B	46	40	40	40	35	35	35	35			35				18	18	18	18	18	18	18	18
20	A								30	20	20		18	20	20	19	19	17	17	17	17	16	15
	B	46	36	36	36	31	18	18	18				18	19	19	19	18	17	17	16	16	15	15
22	A								30	20	20		18	19	19	19	18	17	17	16	16	15	15
	B	46	36	33	29	21	18	18	18				18			18	18	18	18	15	15	15	15
24	A								27	19	19		19	19	19	19	18	17	16	15	15	15	15
	B	46	36	30	27	21	18	18	18			18				18	18	18	18	15	15	15	15
26	A								25	19	19		19	19	19	18	17	16	15				
	B	46	36	28	24	21	18	18	18			18				18	18	18	18	15	15	15	15
28	A								21	19	19		18	18	18	16	15						
	B	46	36	26	21	21	18	18	18			18				18	18	18	18				
30	A								19	19	19		18	18	18	18	15						
	B	46	36	24	21	21	18	18	18			18				18	18	18	18				
32	A								18	18	18		18	18	18	17							
	B	46	31	23	21	19	18	18	18			18				15	15	15					
34	A								18	18	18		18	17	17	17							
	B	46	31	21	21	18	18	18	18			18				15	15	15					
36	A								17	17	17					15	15	15	A-applicable to TCA only				
	B	35	31	20	20	18	16	16	16			15				12	12	12	B-Not applicable to TCA				
38	A								15														
	B	35	19	19	19	18	15	15	15														

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

16 LOCKHEED CONSTELLATION SPEEDPAK

FIRST DIMENSION (IN INCHES)

		SECOND DIMENSION (IN INCHES)																			
		9	9	10	10	14	16	18	20	22	24	26	28	30	32	34	36	38	40	40	
8	8	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	10	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	12	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	14	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	16	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	18	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	20	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	22	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	24	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
	26	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	300	
10	28	300	300	300	300	300	300	300	300	290	290	290	290	290	290	290	290	290	290	290	
	30	300	300	300	300	300	300	300	300	290	260	260	260	260	260	260	260	260	260	260	
	32	300	300	300	300	300	300	300	300	290	280	196	196	196	196	196	196	196	196	196	
	34	300	300	300	300	300	300	300	300	290	280	187	187	187	187	187	187	187	187	187	
	36	300	300	300	300	300	300	300	300	290	260	194	187	168	165	165	165	165	165	165	
	38	300	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	
	40	300	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	
	42	300	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	
	44	300	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	
	46	300	300	300	300	300	300	300	300	290	260	196	187	165	133	133	133	133	133	133	

FIND THIRD DIMENSION (IN INCHES AT) INTERSECTION OF FIRST AND SECOND DIMENSIONS

**18 SMITH CURTISS
COMMUTER**

Use Convair Chart No. 9.

21 VERTOL 44
MAXIMUM DIMENSIONS:
20 IN. x 24 IN. x 44 IN.

20 SIKORSKY S-55
MAXIMUM DIMENSIONS:

24 FAIRCHILD C-82

MAXIMUM DIMENSIONS:

and
74 x 102 x 460

**MAXIMUM DIMENSIONS
FOR PACIFIC AIR LINES
39 x 45 x 24**

23 LOCKHEED SUPER CONSTELLATION (All Cargo)

HEIGHT (IN INCHES)

		54	60	66	72	
WIDTH (IN INCHES)	3	A 792 840	792 840	696 696	492 486	414
	6	A 792 840	792 792	624 624	456 462	372
	9	A 792 840	696 702	528 534	396 402	366
	12	A 756 762	624 624	492 495	360 366	297
	18	A 576 576	492 498	396 396	288 293	264
	24	A 480 480	396 402	312 318	240 246	228
	30	A 384 390	324 327	264 270	216 216	198
	36	A 324 324	276 276	228 231	180 189	162
	48	A 240 240	204 210	180 176	144 144	132
	60	A 180 186	156 165	132 138	108 110	108
	72	A 132 141	120 117	108 110		
	88	117				

FIND LENGTH (IN INCHES) AT INTERSECTION OF HEIGHT AND WIDTH
A - Applicable only to EA.

AIRCRAFT LOADING CHARTS

50		BOEING 707													
FIRST DIMENSION (IN INCHES)															
		4	8	12	16	20	24	28	32	36	40	44	48		
		81													
69	C	108													
68	A	126													
67	C	87													
65	C	94	81												
64	A	140	106												
63	C	102	89												
62	A	152	125												
61	C	110	97	81											
60	A	162	139	101											
59	C	120	106	90											
58	A	171	150	118											
56	A	181	160	130											
54	C	133	118	104											
54	A	190	170	141	98										
53	C	146	131	118	95										
52	A	199	180	151	118										
50	A	208	188	160	130										
49	D	175	152	138	135	118	97	88	82	54					
48	C	159	144	132	117										
48	D	180	161	140	138	128	110	100	91	78	68	52			
47	A	221	201	174	147	121	106	94	84	63	53	--	--		
46	B	127	120	112	103	95	87	78	70	63	53	--	--		
45	C	171	156	146	132	118	107	100	70	62	52	--	--		
44	A	232	214	186	161	137	123	113	105	96	85	65	--		
43	B	133	126	118	110	102	95	88	85	82	80	65	--		
42	C	182	167	156	144	130	119	110	82	80	80	64	--		
41	D	187	175	156	144	139	130	120	108	96	86	73	52		
41	C	193	177	165	153	141	130	118	105	98	81	--	--		
40	A	243	229	202	178	156	140	124	114	106	95	85	--		
39	B	149	141	134	133	130	124	116	109	102	95	85	--		
38	D	197	185	170	156	144	140	132	120	106	97	86	68		
38	C	203	186	173	161	150	138	126	114	107	100	91	55		
36	A	250	241	218	195	173	156	138	125	113	106	96	74		
35	B	69	168	162	153	145	136	128	120	113	106	96	74		
34	C	209	191	178	165	155	143	131	119	112	105	96	73		
33	D	209	192	182	166	155	146	141	131	117	106	96	78		
33	C	218	200	185	171	160	148	137	126	120	112	103	84		
32	A	255	250	233	210	187	168	149	135	125	114	105	87		
31	B	198	194	182	170	160	148	139	130	122	114	105	87		
30	D	221	202	192	173	162	150	148	140	131	120	108	91		
30	C	226	207	191	177	165	153	142	132	126	118	109	92		
28	A	259	257	243	225	200	179	159	149	138	124	113	96		
27	B	222	215	200	186	174	160	149	139	130	122	113	96		
27	C	232	211	198	180	167	155	150	148	141	132	120	100		
27	D	234	214	197	182	169	157	146	137	131	123	114	98		
24	A	263	261	254	238	212	189	179	168	156	140	123	103		
23	B	242	236	219	202	187	172	158	147	137	128	119	103		
23	C	241	220	202	187	173	160	149	141	135	128	119	103		
23	D	241	220	202	187	173	160	155	150	146	140	130	110		
21	C	248	225	207	191	176	163	153	143	138	131	123	108		
20	A	266	265	261	249	222	212	200	187	173	156	137	109		
20	B	261	257	238	218	200	183	167	153	143	133	125	109		
20	D	250	228	208	192	177	173	167	162	155	144	139	129		
18	C	253	231	211	194	179	166	155	147	141	135	126	111		
16	A	271	268	266	258	249	238	225	210	195	178	161	142		
16	B	269	268	256	233	213	193	175	159	148	138	129	114		
16	D	259	235	214	197	192	187	180	173	166	156	144	138		
15	C	259	236	215	198	182	169	158	149	143	137	129	115		
12	A	273	271	269	266	261	254	243	233	218	202	186	169		
12	B	272	270	269	248	224	202	181	164	152	141	132	118		
12	C	264	241	219	202	185	174	160	151	145	139	131	118		
12	D	264	241	219	214	208	202	198	192	182	170	156	140		
9	C	268	246	223	205	188	176	163	153	147	140	132	120		
8	A	274	272	271	268	265	261	257	250	241	229	214	197		
8	B	274	272	271	263	233	209	187	269	155	144	134	121		
8	D	270	247	241	235	228	220	211	202	192	185	175	161		
6	C	272	250	227	208	191	177	165	155	148	141	133	122		
4	A	276	274	273	271	266	263	259	255	250	243	232	216		
4	B	275	274	273	270	240	214	190	172	158	146	135	123		
4	D	274	270	264	259	250	241	232	221	209	197	187	180		
3	C	275	254	230	211	194	179	167	157	149	142	134	123		

SECOND DIMENSION (IN INCHES)

FIND THIRD DIMENSION (IN INCHES) AT INTERSECTION OF FIRST AND SECOND DIMENSIONS

52

LOCKHEED ELECTRA

PACKAGE LENGTHS (INCHES)

HEIGHT (INCHES)

27	161	161	161	161	144	133	129	122	116	110	105	93	82	73	68	63	44		
26	161	161	161	161	161	160	150	140	136	128	119	104	92	82	74	67	46		
24	159	159	159	159	159	159	159	159	159	152	134	114	102	89	79	50			
22	161	161	161	161	161	161	161	161	161	161	161	161	134	112	100	92	51		
20	162	162	162	162	162	162	162	162	162	162	162	162	140	123	110	99	61		
18	163	163	163	163	163	163	163	163	163	163	163	163	152	133	119	106	69		
16	164	164	164	164	164	164	164	164	164	164	164	164	151	136	122	109	100	72	
14	165	165	165	165	165	165	165	165	165	165	165	165	162	144	131	117	107	99	75
12	165	165	165	165	165	165	165	165	165	165	165	165	156	139	126	116	106	98	77
10	169	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80	
5	169	169	169	169	169	169	169	169	168	165	162	155	148	138	125	114	103	98	80
	5	10	15	20	22	23	24	25	26	27	28	31	34	37	40	43	51		

54 FAIRCHILD F-27
(Use DC-3 Chart)

[illegible]

Find Third Dimension (in inches) At
Intersection of First & Second Dimensions

[illegible]

53		DOUGLAS DC-8													
		HEIGHT OR WIDTH (IN INCHES)													
		WIDTH IN INCHES													
HEIGHT INCHES	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45
	MAXIMUM LENGTH - INCHES														
6	130	130	130	130	130	130	122	113	105	100	96	93	90	87	84
9	130	130	130	130	130	125	115	106	101	96	91	86	82	78	74
12	130	130	130	130	130	117	107	100	96	90	85	82	78	74	70
15	130	130	130	130	128	112	103	95	90	85	81	78	74	70	66
18	130	130	130	130	125	110	102	93	88	83	77	75	71	67	63
21	130	130	130	130	122	107	99	91	85	78	73	70	66	62	58
24	130	130	130	126	117	106	97	90	82	76	71	67	63	59	55
27	130	130	126	123	114	102	91	80	79	59	59	59	55	51	47
30	130	130	120	120	106	94	84	74	72	55	55	55	51	47	43
33	130	130	115	111	98	88	77	67	67	50	50	50	46	42	38
36	130	130	110	90	75	66	60	55	54	47	47				

53B		DOUGLAS DC-8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		Applicable to EA and NW Only HEIGHT (IN INCHES)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
		6	9	12	15	16	17	18	19	20	21	22	23	24	25	26	27	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
WIDTH (IN INCHES)	3	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	4	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283	283																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	6	283	270	258	258	246	246	246	246	246	236	236	229	224	222	220	217	215	209	209	209	209	209	209	209	209	209	209	209	209	209																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
	12	283	258	240	220	214	208	202	198	192	188	184	183	181	179	177	175	173	171	169	167	165	163	161	159	157	155	153	151	149	147	145																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	15	283	258	220	175	171	168	168	168	159	159	154	154	154	149	148	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147	147																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	18	283	246	202	168	164	161	157	154	151	149	136	146	144	142	140	138	136	134	132	130	128	126	124	122	120	118	116	114	112	110	108	106	104	102	100	98	96	94	92	90	88	86	84	82	80	78	76	74	72	70	68	66	64	62	60	58	56	54	52	50	48	46	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	8	6	4	2	0	-2	-4	-6	-8	-10	-12	-14	-16	-18	-20	-22	-24	-26	-28	-30	-32	-34	-36	-38	-40	-42	-44	-46	-48	-50	-52	-54	-56	-58	-60	-62	-64	-66	-68	-70	-72	-74	-76	-78	-80	-82	-84	-86	-88	-90	-92	-94	-96	-98	-100	-102	-104	-106	-108	-110	-112	-114	-116	-118	-120	-122	-124	-126	-128	-130	-132	-134	-136	-138	-140	-142	-144	-146	-148	-150	-152	-154	-156	-158	-160	-162	-164	-166	-168	-170	-172	-174	-176	-178	-180	-182	-184	-186	-188	-190	-192	-194	-196	-198	-200	-202	-204	-206	-208	-210	-212	-214	-216	-218	-220	-222	-224	-226	-228	-230	-232	-234	-236	-238	-240	-242	-244	-246	-248	-250	-252	-254	-256	-258	-260	-262	-264	-266	-268	-270	-272	-274	-276	-278	-280	-282	-284	-286	-288	-290	-292	-294	-296	-298	-300	-302	-304	-306	-308	-310	-312	-314	-316	-318	-320	-322	-324	-326	-328	-330	-332	-334	-336	-338	-340	-342	-344	-346	-348	-350	-352	-354	-356	-358	-360	-362	-364	-366	-368	-370	-372	-374	-376	-378	-380	-382	-384	-386	-388	-390	-392	-394	-396	-398	-400	-402	-404	-406	-408	-410	-412	-414	-416	-418	-420	-422	-424	-426	-428	-430	-432	-434	-436	-438	-440	-442	-444	-446	-448	-450	-452	-454	-456	-458	-460	-462	-464	-466	-468	-470	-472	-474	-476	-478	-480	-482	-484	-486	-488	-490	-492	-494	-496	-498	-500	-502	-504	-506	-508	-510	-512	-514	-516	-518	-520	-522	-524	-526	-528	-530	-532	-534	-536	-538	-540	-542	-544	-546	-548	-550	-552	-554	-556	-558	-560	-562	-564	-566	-568	-570	-572	-574	-576	-578	-580	-582	-584	-586	-588	-590	-592	-594	-596	-598	-600	-602	-604	-606	-608	-610	-612	-614	-616	-618	-620	-622	-624	-626	-628	-630	-632	-634	-636	-638	-640	-642	-644	-646	-648	-650	-652	-654	-656	-658	-660	-662	-664	-666	-668	-670	-672	-674	-676	-678	-680	-682	-684	-686	-688	-690	-692	-694	-696	-698	-700	-702	-704	-706	-708	-710	-712	-714	-716	-718	-720	-722	-724	-726	-728	-730	-732	-734	-736	-738	-740	-742	-744	-746	-748	-750	-752	-754	-756	-758	-760	-762	-764	-766	-768	-770	-772	-774	-776	-778	-780	-782	-784	-786	-788	-790	-792	-794	-796	-798	-800	-802	-804	-806	-808	-810	-812	-814	-816	-818	-820	-822	-824	-826	-828	-830	-832	-834	-836	-838	-840	-842	-844	-846	-848	-850	-852	-854	-856	-858	-860	-862	-864	-866	-868	-870	-872	-874	-876	-878	-880	-882	-884	-886	-888	-890	-892	-894	-896	-898	-900	-902	-904	-906	-908	-910	-912	-914	-916	-918	-920	-922	-924	-926	-928	-930	-932	-934	-936	-938	-940	-942	-944	-946	-948	-950	-952	-954	-956	-958	-960	-962	-964	-966	-968	-970	-972	-974	-976	-978	-980	-982	-984	-986	-988	-990	-992	-994	-996	-998	-1000	-1002	-1004	-1006	-1008	-1010	-1012	-1014	-1016	-1018	-1020	-1022	-1024	-1026	-1028	-1030	-1032	-1034	-1036	-1038	-1040	-1042	-1044	-1046	-1048	-1050	-1052	-1054	-1056	-1058	-1060	-1062	-1064	-1066	-1068	-1070	-1072	-1074	-1076	-1078	-1080	-1082	-1084	-1086	-1088	-1090	-1092	-1094	-1096	-1098	-1100	-1102	-1104	-1106	-1108	-1110	-1112	-1114	-1116	-1118	-1120	-1122	-1124	-1126	-1128	-1130	-1132	-1134	-1136	-1138	-1140	-1142	-1144	-1146	-1148	-1150	-1152	-1154	-1156	-1158	-1160	-1162	-1164	-1166	-1168	-1170	-1172	-1174	-1176	-1178	-1180	-1182	-1184	-1186	-1188	-1190	-1192	-1194	-1196	-1198	-1200	-1202	-1204	-1206	-1208	-1210	-1212	-1214	-1216	-1218	-1220	-1222	-1224	-1226	-1228	-1230	-1232	-1234	-1236	-1238	-1240	-1242	-1244	-1246	-1248	-1250	-1252	-1254	-1256	-1258	-1260	-1262	-1264	-1266	-1268	-1270	-1272	-1274	-1276	-1278	-1280	-1282	-1284	-1286	-1288	-1290	-1292	-1294	-1296	-1298	-1300	-1302	-1304	-1306	-1308	-1310	-1312	-1314	-1316	-1318	-1320	-1322	-1324	-1326	-1328	-1330	-1332	-1334	-1336	-1338	-1340	-1342	-1344	-1346	-1348	-1350	-1352	-1354	-1356	-1358	-1360	-1362	-1364	-1366	-1368	-1370	-1372	-1374	-1376	-1378	-1380	-1382	-1384	-1386	-1388	-1390	-1392	-1394	-1396	-1398	-1400	-1402	-1404	-1406	-1408	-1410	-1412	-1414	-1416	-1418	-1420	-1422	-1424	-1426	-1428	-1430	-1432	-1434	-1436	-1438	-1440	-1442	-1444	-1446	-1448	-1450	-1452	-1454	-1456	-1458	-1460	-1462	-1464	-1466	-1468	-1470	-1472	-1474	-1476	-1478	-1480	-1482	-1484	-1486	-1488	-1490	-1492	-1494	-1496	-1498	-1500	-1502	-1504	-1506	-1508	-1510	-1512	-1514	-1516	-1518	-1520	-1522	-1524	-1526	-1528	-1530	-1532	-1534	-1536	-1538	-1540	-1542	-1544	-1546	-1548	-1550	-1552	-1554	-1556	-1558	-1560	-1562	-1564	-1566	-1568	-1570	-1572	-1574	-1576	-1578	-1580	-1582	-1584	-1586	-1588	-1590	-1592	-1594	-1596	-1598	-1600	-1602	-1604	-1606	-1608	-1610	-1612	-1614	-1616	-1618	-1620	-1622	-1624	-1626	-1628	-1630	-1632	-1634	-1636	-1638	-1640	-1642	-1644	-1646	-1648	-1650	-1652	-1654	-1656	-1658	-1660	-1662	-1664	-1666	-1668	-1670	-1672	-1674	-1676	-1678	-1680	-1682	-1684	-1686	-1688	-1690	-1692	-1694	-1696	-1698	-1700	-1702	-1704	-1706	-1708	-1710	-1712	-1714	-1716	-1718	-1720	-1722	-1724	-1726	-1728	-1730	-1732	-1734	-1736	-1738	-1740	-1742	-1744	-1746	-1748	-1750	-1752	-1754	-1756	-1758	-1760	-1762	-1764	-1766	-1768	-1770	-1772	-1774	-1776	-1778	-1780	-1782	-1784	-1786	-1788	-1790	-1792	-1794	-1796	-1798	-1800	-1802	-1804	-1806	-1808	-1810	-1812	-1814	-1816	-1818	-1820	-1822	-1824	-1826	-1828	-1830	-1832	-1834	-1836	-1838	-1840	-1842	-1844	-1846	-1848	-1850	-1852	-1854	-1856	-1858	-1860	-1862	-1864	-1866	-1868	-1870	-1872	-1874	-1876	-1878	-1880	-1882	-1884	-1886	-1888	-1890	-1892	-1894	-1896	-1898	-1900	-1902	-1904	-1906	-1908	-1910	-1912	-1914	-1916	-1918	-1920	-1922	-1924	-1926	-1928	-1930	-1932	-1934	-1936	-1938	-1940	-1942	-1944	-1946	-1948	-1950	-1952	-1954	-1956	-1958	-1960	-1962	-1964	-1966	-1968	-1970	-1972	-1974	-1976	-1978	-1980	-1982	-1984	-1986	-1988	-1990	-1992	-1994	-1996	-1998	-2000	-2002	-2004	-2006	-2008	-2010	-2012	-2014	-2016	-2018	-2020	-2022	-2024	-2026	-2028	-2030	-2032	-2034	-2036	-2038	-2040	-2042	-2044	-2046	-2048	-2050	-2052	-2054	-2056	-2058	-2060	-2062	-2064	-2066	-2068	-2070	-2072	-2074	-2076	-2078	-2080	-2082	-2084	-2086	-2088	-2090	-2092	-2094	-2096	-2098	-2100	-2102	-2104	-2106	-2108	-2110	-2112	-2114	-2116	-2118	-2120	-2122	-2124	-2126	-2128	-2130	-2132	-2134	-2136	-2138	-2140	-2142	-2144	-2146	-2148	-2150	-2152	-2154	-2156	-2158	-2160	-2162	-2164	-2166	-2168	-2170	-2172	-2174	-2176	-2178	-2180	-2182	-2184	-2186	-2188	-2190	-2192	-2194	-2196	-2198	-2200	-2202	-2204	-2206	-2208	-2210	-2212	-2214	-2216	-2218	-2220	-2222	-2224	-2226	-2228	-2230	-2232	-2234	-2236	-2238	-2240	-2242	-2244	-2246	-2248	-2250	-2252	-2254	-2256	-2258	-2260	-2262	-2264	-2266	-2268	-2270	-2272	-2274	-2276	-2278	-2280	-2282	-2284	-2286	-2288	-2290	-2292	-2294	-2296	-2298	-2300	-2302	-2304	-2306	-2308	-2310	-2312	-2314	-2316	-2318	-2320	-2322	-2324	-2326	-2328	-2330	-2332	-2334	-2336	-2338	-2340	-2342	-2344	-2346	-2348	-2350	-2352	-2354	-2356	-2358	-2360	-2362	-2364	-2366	-2368	-2370	-2372	-2374	-2376	-2378	-2380	-2382	-2384	-2386	-2388	-2390	-2392	-2394	-2396	-2398	-2400	-24

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
E-Air Express only.
Explanation of numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	CFA(4)	DL	EA	FL
Animals, live	AC(2-6)	A(2)	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2-6)	AC(2-6)	A(2-20)
EXCEPTIONS											
Alligators	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Alligators, baby	AC(2-6)	N	N	AC(2)	AC(2)	N	N	N	A(2)	AC(2-6)	N
Animals, in excess of 200 lbs	AC(6-49)	N	N	AC(2)	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Apes	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bears, cub	AC(6-49)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Bears, grown	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Bees	A(2)	A(2)	A(2-34)	N	AC(2)	A(2-23-25)	N	A(10-32)	A(2)	A(2)	A(2-20)
Birds	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(32)	AC(2)	AC(2)	A(2-20)
EXCEPTIONS											
Birds, small	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Canaries	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parakeets	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Parrots	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	A(2-20)
Cats	A(2)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Chimpanzees	AC(6-49)	N	N	AC(2)	AC(2)	N	N	N	AC(2-6)	AC(2-6)	E
Chinchillas	A(2)	N	N	N	AC(2)	42	N	A(2-32)	AC(2)	AC(2)	N
Dogs	A(2)	N	N	AC(2)	AC(2)	A(7)	N	A(2-32)	AC(2)	AC(2)	N
Elephants	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Fish	A(2)	A(2-9)	A(2-9)	AC(2-9)	AC(2)	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
EXCEPTIONS											
Clams	A(2)	A(2-9)	A(9)	A(2-9)	AC	A(2-23-25-27)	N	A(2-9-32)	A(2)	A(2)	A(2-9-20)
Goldfish	A(2)	A(2-9)	A(9)	A(50)	AC(2)	N	N	A(50-32)	A(2)	A(2-50)	A(2-9-20)
Lobsters	A(50a)	A(2-9)	A(50a)	A(50a)	N	A(23-25-50a)	N	A(50a-32)	A(50a)	A(2-50a)	A(20-50a)
Shellfish	A(2)	A(2-9)	A(9)	A(2-9)	AC(9)	A(2-23-25)	N	A(2-9-32)	A(2)	A(2-9)	A(2-9-20)
Tropical Fish	A(50)	A(2-9)	N	A(50)	A(50)	A(23-25-50)	A(16a)	A(50-32)	A(50)	A(2-50)	N
Foxes	AC(2)	A(2-9)	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2)	N
Guinea Pigs	A(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hamsters	A(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Hippopotamus	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Horses, race	N	N	N	N	N	N	N	N	N	N	N
Insects	A(2)	N	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(2)	A(2-20)
Lions, cub	AC(49)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Lions, grown	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Livestock	AC(2-6)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Calves	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Cattle, grown	N	N	N	N	N	N	N	N	N	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Horses, draft	N	N	N	N	N	N	N	N	N	N	N
Sheep	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Swine	AC(6-49)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Mink	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2)	N
Monkeys	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2)	AC(2-6)	N
Orangutangs	AC(2)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
Pets, small	A(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Poultry	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
EXCEPTIONS											
Chicks	A(2-4-8-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Ducklings	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Goslings	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poultry, baby	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Poult (except turkey)	AC(2-16-18)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	N
Poult, turkey	AC(2-16-18)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(8-32)	AC(2)	N	A(8-20)
Rabbits	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Reptiles	A(2-11)	N	N	N	AC(2)	N	N	N	AC(2-6)	AC(2-6)	N
EXCEPTIONS											
Reptiles, small	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	A(2-6)	AC(2-6)	N
Rodents	AC(2)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
EXCEPTIONS											
Coypu (Nutria)	AC(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Mice	A(2-49a)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	A(2)	N
Rats	A(2-49a)	N	A(2-34)	N	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Skunks, pet	A(2)	N	N	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	AC(2)	AC(2-6)	N
Snakes, non-poisonous and harmless	AC(2)	N	A(2)	N	AC(2)	N	N	A(2-32)	AC(2-6)	AC(2-6)	N
Tigers, cub	AC(49)	N	N	AC(2)	AC(2)	A(2-23-25)	N	N	AC(2-6)	AC(2-6)	N
Tigers, grown	AC(6-49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Wolves	AC(49)	N	N	N	N	N	N	N	AC(2-6)	AC(2-6)	N
Worms	A(2)	A(2)	A(2)	AC(2)	AC(2)	A(2-23-25)	N	A(2-32)	A(2)	A(9)	A(2-20)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
 AC-Accepted on ALL-CARGO aircraft only.
 N-Not accepted.
 (E)-Air Express only.
 Explanation of numerical notes follow charts.

FL		FT	LX(E)	LC	MO	NA	NE	NO	HW	NY	OZ
A(2-20)	Animals, live	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
N	EXCEPTIONS										
N	Alligators	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2)	N
N	Alligators, baby	A(3)	A(2)	N	N	AC(2)	A(3-31)	N	AC(2)	A(2)	N
N	Animals, in excess of										
N	200 lbs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Apes	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
N	Bears, cub	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Bears, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
A(2-20)	Bees	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	N
A(2-20)	Birds	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2-10-23-26)	A(2)	A(10)
A(2-20)	EXCEPTIONS										
A(2-20)	Birds, small	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	N	AC(2)	A(2)	A(2)
A(2-20)	Canaries	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
A(2-20)	Parakeets	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
A(2-20)	Parrots	A(3)	A(2)	A(2-4)	N	(E)	A(3-31)	(E)	AC(2)	A(2)	A(2)
N	Cats	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	A(2-4-23-26)	A(2)	A(2)
(E)	Chimpanzees	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	AC(2-16)	A(2-6)	N
N	Chinchillas	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(2)
N	Dogs	A(3)	A(2-6)	A(2-4)	N	A(7)	A(3-31)	A(2)	A(2-23-26)	A(2-6)	A(2)
N	Elephants	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
(2-9-20)	Fish	A(3)	A(2)	A(2-4-9)	N	A(2-9)	A(3-9)	(E)	A(2-9-23-26)	A(2)	A(2-9)
(2-9-20)	EXCEPTIONS										
(2-9-20)	Clams	A(3)	A	A(9)	A(2)	A(2-9)	A(3)	(E)	A(50m)	A	A(9)
(2-9-20)	Goldfish	A(3)	A(2-9)	A(2-4-9)	N	A(2-9)	A(3)	(E)	A(50)	A(2-9)	A(2-9)
(20-50a)	Lobsters	A(50m)	A(50m)	A(50m)	A(50m)	A(50m)	A(3-50m)	(E)	A(50m)	A(50m)	A(50m)
(2-9-20)	Shellfish	A(3)	A(2)	A(9)	N	A(2-9)	A(3)	(E)	A(50m)	A(2)	A(9)
N	Tropical Fish	A(3)	A(50)	N	N	A(50)	A(3-50)	A(50)	A(50-23-26)	A(50)	A(50)
N	Foxes	A(3)	A(2-6)	N	N	A(29-7)	A(3-31)	N	AC(2-16)	A(2-6)	N
N	Guinea Pigs	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	AC(2)	A(2)	A(2)
N	Hamsters	A(3)	A(2)	A(2-4)	N	A(2-29)	A(3-31)	(E)	AC(2)	A(2)	A(2)
N	Hippopotamus	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Horses, race	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
(2-20)	Insects	A(3)	A(2)	A(2-4)	N	A(2)	A(3-31)	(E)	AC(2)	A(2)	A(4)
N	Lions, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
N	Lions, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Livestock	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	EXCEPTIONS										
N	Calves	A(3)	A(2)	N	N	AC(2)	N	N	AC(2-16)	A(2)	N
N	Cattle, grown	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
N	Cattle, uncrated	A(3)	N	N	N	AC(2)	N	N	N	N	N
N	Goats	A(3)	A(2-6)	A(2-4)	N	AC(2)	N	N	AC(2-16)	A(2-6)	A(2)
N	Horses, draft	A(3)	N	N	N	AC(2)	N	N	AC(2-16)	N	N
N	Sheep	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Swine	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Mink	A(3)	A(2)	N	N	A(7)	A(3-31)	N	AC(2)	A(2)	A(2)
N	Monkeys	A(3)	A(2-6)	N	N	AC(2)	A(3-31)	N	N	A(2-6)	N
N	Orangoutangs	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Pets, small	A(3)	A(2)	A(2-4)	N	A(7)	A(3-31)	(E)	AC(2-4-23-26)	A(2)	A(2)
N	Poultry	A(3-18)	A(2)	A(2-4)	N	AC(2)	A(3)	(E)	AC(2)	A(2)	N
N	EXCEPTIONS										
(8-20)	Chicks	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
(8-20)	Ducklings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
(8-20)	Goslings	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
(8-20)	Poultry, baby	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
(8-20)	Pouls (except turkey)	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
(8-20)	Pouls, turkey	A(3)	A(2)	A(2-4)	N	A(8)	A(3-31)	(E)	AC(2)	A(2)	N
N	Rabbits	A(3)	A(2)	A(2-4)	N	N	A(3-31)	(E)	AC(2)	A(2)	A(2)
N	Reptiles	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2-16)	A(2-6)	A(2)
N	EXCEPTIONS										
N	Reptiles, small	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
N	Rodents	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
N	EXCEPTIONS										
N	Coyu (Nutria)	A(3)	A(2-6)	A(2)	N	A(2)	A(3-31)	N	AC(2)	A(2-6)	A(2)
N	Mice	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	AC(2)	A(2)	A(2)
N	Rats	A(3)	A(2)	A(2)	N	AC(2)	A(3-31)	N	AC(2)	A(2)	A(2)
N	Skunks, pet	A(3)	A(2)	N	N	A(7)	A(3-31)	N	AC(2)	A(2)	A(2)
N	Snakes, non-poisonous										
N	and harmless	A(3)	A(2-6)	A(2-4)	N	AC(2)	A(3-31)	(E)	AC(2)	A(2-6)	N
N	Tigers, cub	A(3)	A(2-6)	N	N	A(7)	N	N	AC(2-16)	A(2-6)	N
N	Tigers, grown	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Wolves	A(3)	A(2-6)	N	N	AC(2)	N	N	AC(2-16)	A(2-6)	N
N	Worms	A(3)	A(2-6)	A(2-4)	A(2)	AC(2)	A(3-31)	(E)	AC(2)	A(2-6)	A(2)

AIR CARGO

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF LIVE ANIMALS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted.
E-Air Express only.
Explanation of numerical notes follows charts.

	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Animals, live	A(2-30)	A(2)	AC(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2)	AC(2)	N	N
EXCEPTIONS											
Alligators	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Alligators, baby	A(2-30)	N	A(3)	N	N	A(3-4)	N	AC(2)	A(2-11-23-27)	N	N
Animals, in excess of 200 lbs	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Apes	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bears, cub	A(2-30)	A(2)	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Bears, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Bees	A(2-30)	A(2)	A(3)	N	A(10-28)	A(3-4)	ⓔ	AC(2)	AC(10)	N	N
Birds	A(2-30)	A(2)	A(3)	N	A(28)	A(3-4)	ⓔ	AC(2)	AC(2-42a-42c)	N	A(2)
EXCEPTIONS											
Birds, small	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Canaries	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2)	A(2-23-27)	A(2-20)	N
Parakeets	A(2-30)	A	A(3)	N	A(2-28)	A(3-4)	A	AC	AC(2-42a-53)	A	A(2)
Parrots	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Cats	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Chimpanzees	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	ⓔ	AC(2)	AC(2-6)	N	N
Chinchillas	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	ⓔ	ⓔ	A(2-27)	A(2)	A(2)
Dogs	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2-42-42B)	A(2-7-23-24)	A(2-4)	A(2)
Elephants	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Fish	A(2-30)	A(2-9)	A(3)	A(2-9)	A(2-9-28)	A(3-4-9)	N	A(9)	AC(2-42a-42c)	N	A(9-2)
EXCEPTIONS											
Clams	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	N	A(2)	A(2-9)	A(2)	A(9)
Goldfish	A(2-30)	A(2-9)	A(3)	A(2-50)	A(50-28)	A(3-4-9)	ⓔ	A(50)	A(50-23-27)	A(9)	N
Lobsters	A(50a-30)	A(50a)	A(50a)	A(50a)	A(50a-28)	A(3-4-50a)	ⓔ	A(50a)	A(50a)	A(50a)	A(50a)
Shellfish	A(2-30)	A(2-9)	A(3)	A(9)	A(2-9-28)	A(3-4-9)	ⓔ	A(50a)	A(2-9)	A(9)	A(2-9)
Tropical Fish	A(30-50a)	A(50)	A(50)	A(2-50)	A(50-28)	A(3-4-50)	ⓔ	A(50)	A(50-23-27-33a)	A(50)	N
Foxes	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2-6)	N	N
Guinea Pigs	A(2-30)	A(2)	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Hamsters	A(2-30)	A	A(3)	A(2)	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Hippopotamus	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Horses, race	N	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Insects	A(2-30)	A(2)	A(3)	N	A(2-17)	A(3-4)	N	AC(2)	A(2)	A(2)	A(2)
Lions, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Lions, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Livestock	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2)	N	N
EXCEPTIONS											
Calves	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Cattle, grown	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Cattle, uncrated	N	N	N	N	N	N	N	N	N	N	N
Goats	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Horses, draft	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2)	N	N
Sheep	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Swine	A(2-30)	N	A(3)	N	AC(2)	N	N	AC(2)	AC(2-6)	N	N
Mink	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	AC(2)	AC(2)	A(2-20)	N
Monkeys	A(2-30)	N	A(3)	N	AC(2)	A(3-4)	N	AC(2-42-42B)	AC(2-6)	A(2-20)	N
Orangoutangs	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Pets, small	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2-42-42B)	AC(2-42c)	A(2-20)	A(2)
Poultry	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	ⓔ	AC(2)	AC(2-42a-33a)	N	N
EXCEPTIONS											
Chicks	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	ⓔ	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20-8)	A(8)
Ducklings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	ⓔ	AC(2)	A(2-8-23-27-33a)	A(2-20)	N
Coslings	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	ⓔ	AC(2)	AC(2-42a)	A(2-20)	N
Poultry, baby	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	ⓔ	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	N
Poult (except turkey)	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	ⓔ	AC(2)	A(2-8-23-27-33a)	A(2-20)	A(8)
Poult, turkey	A(2-30)	N	A(3)	N	A(8-28)	A(3-4-8)	ⓔ	AC(2-42-42B)	A(2-8-23-27-33a)	A(2-20)	A(8)
Rabbits	A(2-30)	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	A(2-20)	N
Reptiles	A(2-30)	A(2)	A(3)	N	N	A(3-4)	N	N	N	N	N
EXCEPTIONS											
Reptiles, small	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-11-23)	N	A(2)
Rodents	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2)	N	A(2)
EXCEPTIONS											
Copy (Nutria)	N	A(2)	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	A(2-23-27-48)	A(2-20)	A(2)
Mice	N	A(2)	A(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2)	AC(2-42a-42c)	A(2-20)	A(2)
Rats	N	A(2)	A(3)	N	A(2-28)	A(3-4)	ⓔ	AC(2)	AC(2-42a-42c)	A(2-20)	N
Skunks, pet	A(2-30)	N	A(3)	N	A(2-28)	A(3-4)	N	AC(2)	AC(2-42a-42c)	N	A(2)
Snakes, non-poisonous and harmless	A(2-30)	A(2)	A(3)	N	AC(2)	A(3-4)	N	N	A(2-23-27)	N	A(2)
Tigers, cub	A(2-30)	A(2)	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Tigers, grown	N	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Wolves	A(2-30)	N	A(3)	N	N	N	N	AC(2)	AC(2-6)	N	N
Worms	A(2-30)	A(2)	A(3)	A(2)	A(2-38)	A(3-4)	ⓔ	AC(2)	A(15)	A(2-20)	A(2)

SUMMARY OF CARRIER'S TERMS OF ACCEPTANCE OF UNUSUAL SHIPMENTS

A-Accepted for shipment on all aircraft operated by the carrier.
AC-Accepted on ALL-CARGO aircraft only.
N-Not accepted
⑤-Air Express only.
Explanation on numerical notes follows charts.

	AA	AL	BL	BN	CA	CO	CN	DL	EA	FL	FT	LX⑤	LC	MO	NA	
Alcoholic Beverages . .	A(13)	A	A	A(12)	N	N	N	A	A(12)	N	A	A	N	N	A(12)	
Automobiles, uncrated . .	AC	N	N	AC	N	N	N	AC	AC	N	A	N	N	N	AC	
Eggs, raw poultry . . .	A	A	A	A(2)	AC	A	A	A	A	N	A	A(2)	A	N	A	
Etologic Agents	A	A	A	A	A	A	A	A	A	N	A	A	A	N	A	
Fabrics, in rolls	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51)	
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	
Not over 44" in length	A	A	A	A	A	A	A	A(21)	A	A	A	A	A	A	A	
Not over 48" in length	A	A	N	A	A	A	A	A(21)	A	A	A	A	A	A	A(29)	
Not over 60" in length	A	A	N	A	A	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC	
over 60" in length . .	A	A	N	AC	AC	A(21)	N	AC	A(20-30)	A	A	A	N	N	AC	
Foods, perishable . . .	A	A	A	A	A	A	A	A	A	A	A	A	N	N	AC	
Fruit: fresh	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
Berries	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
Garments:					AC	A	A	A	A	A	A	A	A	N	A	
Not boxed or crated . .	N	N	N	N	AC	N	N	N	N	N	A	A	N	N	AC	
On hangers or racks . .	N	N	N	AC	AC	N	N	AC	N	N	A	A	N	N	AC	
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	
Human remains, other																
than cremated	A(4-5-16)	A(4-5)	N	A(4-5)	A(5)	A(4-5)	N	AC(5)	AC(5)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	
Human remains, Infant .	A(4-5)	A(4-5)	A(4)	A(4-5)	AC(5)	A(4-5)	N	A(5)	AC(5)	A(4-5-20)	A	A(5)	A(4-14)	N	A(4-5)	
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	
Machinery, greased or																
oiled, without packing	N	N	N	AC	AC	N	N	AC	AC	N	A	A	N	N	N	
Meat: fresh	A(2)	A(2)	A	A	AC	A	A	A	A(2)	N	A	A	N	N	A	
Frozen	A(2)	A(2)	A	A	AC	A	A	A	A(2)	N	A	A	N	N	A	
Milk, fresh	A	A(19)	A(19)	A	AC	A	A	A	A	A	A	A	A(9)	N	A	
Perishables not in leak-																
proof containers where																
time is principal fac-																
tor in shipment . . .	A	N	N	A	AC	A	N	A	A	A	A	A	N	N	A	
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	N	A	
Statuary, ceramic and/																
or porcelain	A	N	N	A	A	A	A	A	A	A	A	A	A	A	A	
Vegetables: fresh . .	A	A	A	A	AC	A	A	A	A	A	A	N	N	A	A	
Frozen	A	A	A	A	AC	A	A	A	A	A	A	A	A	N	A	
	NE	NO	NW	NY	OZ	PC	PI	RD	SO	TC	TRC	TT	TW	UA	WA	WC
Alcoholic beverages . .	A(12)	⑤	A	A	A	A	N	A	N	A	A(12)	N	N	A(46)	A	N
Automobiles, uncrated . .	N	N	N	N	M	N	N	A	N	A	N	N	AC	AC	N	N
Eggs, raw poultry . . .	A	A	A(23-26)	A(2)	A	A	N	A	N	AC	A	N	N	A	A(2)	A
Etologic Agents	A	N	N	A	A	N	N	A	N	A(17)	A	N	A	A	A	A
Fabrics in rolls	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51)	A(51)	A(51)	A(51)	A(51a)	A(51a)	A(51a)	A(49a)
Flowers, in boxes:																
Not over 36" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 44" in length	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A
Not over 48" in length	A	A(21)	A	A	A	A	N	A	A	A(43)	A	A	A	A	A	A
Not over 60" in length	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Over 60" in length . .	A(21-31)	N	A	A	N	A	N	A	N	A(43)	A	A	AC	A	A	N
Foods, perishable . . .	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	N
Fruit, fresh	A	A	A(23-26)	A	A	A	N	A	A	A	A	A	A	A	A	A
Frozen	A	A	A	A	A	A	N	A	N	A(17)	A	A	A	A	A(9)	A
Berries	A	A	A(23-26)	A	A	A	N	A	N	A	A	A	A	A	A(9)	A
Garments:																
Not boxed or crated . .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
On hangers or racks . .	N	N	N	A	N	N	N	A	N	N	N	N	AC	AC	N	N
Glass, thermo-pane . .	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, other																
than cremated	A(14)	N	A(4-42A)	A(5)	N	N	N	A	N	AC	A(1)	A(1)	A(1)	A(1)	A(1)	A(1)
Human remains, Infant .	A(14)	A(4-5)	A(23-26)	A(5)	A(4-5)	A(4-5)	N	A	N	A(4-5)	N	⑤	A(5)	A(5-14-42c)	N	N
Liquids in Cans	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)	A(52)
Machinery, greased or																
oiled, without																
packing	N	N	N	A	N	N	N	A	N	N	N	N	N	N	N	N
Meat: fresh	A	A(2)	A(23-26)	A	A(2)	A	N	A	N	A(17)	N	N	N	N	N	N
Frozen	A	A(2)	A	A	A(2)	A	N	A	N	A	A	A	A	A	A(9)	A
Milk, fresh	A	A(9)	A(23-26)	A	A	N	N	A	N	A(17)	A(9)	A	A	N	N	A(16)
Perishables not in leak-																
proof containers where																
time is principal fac-																
tor in shipment . . .	A	N	N	A	N	A	N	A	N	A	A	A	A	N	N	A
Quartz lamps	A	A	A	A	A	A	A	A	A	A	A	A	A	A	N	N
Statuary, ceramic and/																
or porcelain	A	N	A	A	N	A	N	A	N	A	A	A	A	A	N	N
Vegetables: fresh . .	A	A	A(23-26)	A	A	A	N	A	N	A	A	A	A	A	N	N
Frozen	A	A	A	A	A	A	N	A	N	A	A	A	A	A	A(9)	A(9)

ALL CARGO

SUMMARY OF CARRIERS' TERMS OF ACCEPTANCE OF LIVE ANIMALS AND UNUSUAL SHIPMENTS

EXPLANATION OF NUMERICAL REFERENCES

1. Accepted only when the shipper provides and installs sufficient breather units to prevent breakage due to altitude.
2. Accepted only when inoffensive, require no attention in transit and securely and adequately crated.
3. Accepted only when inoffensive, securely and adequately crated; require no unreasonable attention in transit or at destination prior to delivery, provided that when attention is required a letter of instructions from the shipper must be furnished and securely attached to the shipping container, giving full and detailed, but reasonable instructions as to watering, feeding, exercising, etc. desired, except that no wild or vicious animal of any kind will be accepted with instructions to water, feed, exercise or remove from container in transit or at destination. When feeding or watering is requested, the container must be equipped with suitable non-spillable water container, sufficient feed and utensils therefor.
4. Advance arrangements required for combination aircraft.
5. Must be placed in caskets or cases that will prevent the escape of offensive odors; a certificate of a physician or health officer stating the cause of death must be attached to the Airbill and duplicate pasted on the top of case; must be secured in casket to prevent shifting.
6. Maximum gross weight of 300 pounds for each crate and animal(s).
AA: Maximum gross weight 1,000 pounds.
7. Accepted on combination aircraft only when in kennels which meet the following minimum kennel specifications:
 1. Must be constructed of wood, metal or composition material of similar strength.
 2. Must be so fabricated as to prevent escape of animal in normal handling. Doors must be equipped with positive locks such as hasp with harness snap.
 3. Must be sufficient size to permit animal to stand, sit and lie down.
 4. Kennel must be provided with adequate ventilation.
 5. Shipper must tender kennel with animal enclosed and locked.
 6. Shipper must provide adequate bedding material such as shredded paper.
 7. Floor of kennel must provide a means of retaining liquids and solids within the kennel during normal handling. This may be in the form of a permanent or disposable insert, the full size of the floor extending upwards 1 inch or more on all four sides.
- CO: will not be accepted on DC-6B or DC-7B aircraft; large kennels will be accepted on Boeing 707 by advance arrangements.
- NA: will not accept large kennels on DC-7 or DC-7B aircraft; will not accept large or small kennels on Lockheed L-1049H aircraft; will not accept any kennels on Convair aircraft from May 1 through September 30 except will be carried from a scheduled stop to the next scheduled stop only.
8. Baby poultry, such as chicks, ducklings and poulters are acceptable provided that not more than 72 hours shall elapse between hatching and arrival at destination and that no food nor water has been consumed prior to shipping. For onward carriage via government mail, baby poultry must be less than 24 hours old at the time of transfer to the post office.
9. Must be enclosed in leak-proof, odor-proof, splash-proof containers provided with sufficient material such as sawdust to absorb and hold all water or other fluids.
10. Only shipments consisting of queen bees and their attendant bees are acceptable.
11. Reptiles (other than snakes) will be accepted only as follows: baby alligators not exceeding 20 inches in length, baby terrapins or turtles not exceeding 2-1/2 inches in length, bloodworms, chameleons, earthworms, frogs, hellgramites, horned toads, hydras, leeches, lizards, meal worms, newts, planarians, salamanders and tadpoles.
AA: will not accept snakes, lizards, newts, and salamanders.
12. Accepted only from to or within those states which do not require the carrier to have a special permit, license or bond.
13. Accepted only when consigned to Embassies or Diplomatic Representatives of foreign countries located in Washington, D. C.
14. Only human remain shipments where the over-all dimension of the outside container does not exceed 20 inches by 24 inches by 44 inches will be accepted on passenger aircraft. (UAL: 17 inches by 24 inches by 80 inches); (PI: 42L by 28"W).
15. Must be shipped in a leak-proof, moisture-proof (not fibreboard) inner container. The contents must be identified on the outside of the container.
16. Advance arrangements required on cargo aircraft.
17. Not accepted on Lockheed Super Constellation equipment from October 1, to April 30.
18. Accepted only if packed in accordance with the following specifications: Each container must have attached to the bottom 1 inch by 1 inch slats to allow sufficient circulation of air in and around containers.
19. Not accepted as airfreight or air express on combination aircraft. (Accepted as accompanied baggage only - Maximum: two birds per passenger).

EQUIPMENT SECTION

20. Not accepted on Convair aircraft.
21. Not accepted on DC-3 aircraft.
22. Not accepted on DC-4 aircraft.
23. Not accepted on DC-6B aircraft. Exception: NW will accept tropical fish on DC-6B aircraft between terminals MIA-TPA on one hand and terminals MDW-MSP on the other.
24. Not accepted on DC-7 air tourist equipment.
25. Not accepted on DC-7B aircraft.
26. Not accepted on DC-7C aircraft.
27. Not accepted on DC-7 aircraft.
28. Not accepted on Super Constellation aircraft.
29. Not accepted on Lodestar aircraft.
30. Not accepted on Martin aircraft.
31. Not accepted on Viscount aircraft.
32. Not accepted on Britannia aircraft.
33. Not accepted on B-707 aircraft.
- 33a. Not accepted on Boeing 720 aircraft.
34. Not accepted on F-27A aircraft.
40. Accepted on Speedpak equipment only.
41. Accepted on all-cargo aircraft or on Boeing Stratocruiser combination aircraft only. One pet may be carried on DC-4 type aircraft provided advance arrangements have been made with the originating station.
42. Accepted on B-707 aircraft.
- 42a. Accepted on DC-8 aircraft.
- 42b. Accepted on Convair 880 aircraft.
- 42c. Accepted on Boeing 720 aircraft, subject only to size restrictions shown on Chart 50-C.
43. Flowers can be accepted in boxes up to the following lengths:

DC-3 aircraft	- up to 60 inches
Viscount aircraft	- up to 56 inches
North Star aircraft	- up to 47 inches
46. Not accepted for carriage to points in Maryland, Massachusetts, New Jersey, Ohio.
47. Accepted on all equipment but only between the terminals New York and Bermuda, New York and Mexico City, New York and San Juan, Miami and San Juan and New Orleans and Mexico City.
48. Nutria must be shipped in galvanized metal containers with watertight bottoms. The bottoms may be removed and the sides and top may be made of one-half inch mesh.
49. Accepted only when no attention required in transit and securely and adequately crated so no part of animal can protrude. Floor of container must be covered with leak-proof liner extending 8 inches up sides and ends, and covered with adequate absorbent material.
- 49a. If shipped in fibreboard container, interior must be completely lined with screen wire. Edges of screen wire must be joined securely and liner must be fastened to inside of container with staples.

RECOMMENDED PACKAGING SECTION

50. **RECOMMENDED:** fish be contained in a polyethylene bag with a minimum thickness of 0.003 of an inch tied and/or sealed securely enough to prevent leakage. The bag to be contained with a double-walled, corrugated carton with a cap-type cover, insulated within a seamless double-walled, corrugated inner liner sufficiently waxed so as to contain any moisture resulting from condensation. The lined inner carton to be contained within a double-walled corrugated outer carton and securely sealed. Do not drop. Do not stack against or load with pointed or sharp object. Mark "HANDLE WITH CARE", "KEEP FROM FREEZING", "THIS SIDE UP" and indicate contents.
- 50a. **RECOMMENDED:** packaging shall be a basic outer case of double faced corrugated board, lined on all sides and top and bottom with adequate recognized insulation material; an inner carton of double faced corrugated board with inner face treated to provide a moisture proof barrier; pads of absorbent paper to be laid on the bottom of inner carton (for control of free liquid). Lobsters to be packed in alternate layers of seaweed together with a refrigerant (other than free or sea water ice) in puncture-proof containers with a supplementary source of moisture (wet paper pads or burlap placed on top). All flap edges to be tape sealed.
51. **RECOMMENDED:** rolls be completely wrapped not less than twice and ends protected by at least two thicknesses of single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. The complete roll to be wrapped not less than twice with Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
- 51a. **RECOMMENDED:** rolls be (1) completely wrapped in two thicknesses of heavy fibre-board; or (2) completely wrapped with single-faced corrugated paper having a basis weight (of facing) not less than fifty (50) pounds. In either case, ends of the rolls should be protected by fibreboard not less than .100 of an inch in thickness, and completely wrapped in Kraft paper having a basis weight of not less than seventy-five (75) pounds. Do not roll or drag on end. Glue or tape shipping documents - do not use staples.
52. **RECOMMENDED:** the container be securely closed and of such construction as to prevent leakage of the contents caused by changes of temperature, humidity and altitude during transportation. Friction seals shall be secured by some means such as solder, filament tape or mechanically, so as to prevent any seepage through the seal under at least 15 pounds per square inch internal gauge pressure, shipment must be labelled "LIQUID THIS SIDE UP".
53. **RECOMMENDED:** parakeets being forwarded in quantities exceeding five (5) birds per container be shipped in trapezoid shaped containers constructed of sturdy ventilated wood or wooden slats and wire mesh. The wire mesh should be used exclusively on the forward and top inclined surfaces of the container to assure adequate ventilation.

ALL CARGO FLIGHT SCHEDULES

The following all-cargo schedules are presented for the convenience of those shippers who have special problems requiring use of all-cargo aircraft. Cargo is also carried on most passenger flights. Please refer to the OFFICIAL AIR-LINE GUIDE for combination schedules. (For Codes and Symbols, see Page G-45.)

AEROLINEAS ARGENTINAS (ARG)

692 ① ③ ⑥	620 ② ③ ⑦	C-47	621 ① ③ ⑥	693 ① ③ ⑥
	0630	Lv BUENOS AIRES. . . Ar	0205	
	0850	Ar BAHIA BLANCA. . . Lv	2355	
	0905	Lv BAHIA BLANCA. . . Ar	2340	
	1150	Ar TRELEW. Lv	2120	
	1205	Lv TRELEW. Ar	2105	
	1335	Ar COMODORO RIVADAVIA Lv	1945	
	1435	Lv COMODORO RIVADAVIA Ar	1930	
	1545	Ar PUERTO DESEADO. . Lv	1820	
	1600	Lv PUERTO DESEADO. . Ar	1805	
	1705	Ar SAN JULIAN. . . . Lv	1710	
	1725	Lv SAN JULIAN. . . . Ar	1650	
	1755	Ar SANTA CRUZ. . . . Lv	1620	
	1810	Lv SANTA CRUZ. . . . Ar	1605	
	1900	Ar RIO GALLEGOS. . . Lv	1515	
0900		Lv RIO GALLEGOS. . . Ar		1415
1010		Ar RIO GRANDE. . . . Lv		1355
1025		Lv RIO GRANDE. . . . Ar		1350
1115		Ar USHUAIA. Lv		1200

AEROLIAS VENEZOLANAS (AVENSA)

618 ②	581 #	583 #	C-46	584 #	582 #	617 ②
1200	0500	0530	Lv MAQUETIA. . . Ar	1015	0920	1515
		0630	Ar BARCELONA. . . Lv			
		0645	Lv BARCELONA. . . Ar			
		0705	Ar CUMAN. Lv			
		0720	Lv CUMAN. Ar			
		0740	Ar PORLAMAR. . . Lv			
		0755	Lv PORLAMAR. . . Ar			
		0815	Lv CARUPANO. . . Ar	0830	0720	
	0700		Ar MARACAIBO. . . Lv			1030
			KINGSTON. Lv			1000
			KINGSTON. Ar			0700
1830			Ar MIAMI. Lv			

AIR FRANCE (AF)

419 DC-6 ④	2493 O+ #Ex ①	750 #Ex ⑦ ①	896 #Ex ①	050 1049H ② ③	O+ Provence Breguet DC-4	051 1049H ⑦ ④	897 #Ex ①	2482 O+ #Ex ⑦	418 DC-6 ②	751 DC-6 ② ③
				2335	Lv NEW YORK. . . Ar	1205				
				0515	Ar GANDER. Lv	0835				
				0600	Lv GANDER. Ar	0750				
				1950	Ar PARIS. Lv	0230				
1600					Lv PARIS. Ar				2200	
	0100	1155	0120		Ar PARIS (Only). . Lv		0700	1910		0100
			0255		Lv PARIS (Only). . Ar		0525			
		1345			Ar LONDON. Lv					2300
		1540			Lv LONDON. Ar					2135
		1720			Ar FRANKFURT. . . Lv					1950
	0600				Lv FRANKFURT. . . Ar					
	0700				Ar BERLIN. Lv					
	0825				Lv BERLIN. Ar					
1915					Ar ORAN. Lv					
0330					Lv ORAN. Ar					
					Ar ALGIERS. Lv			1440		
					Lv ALGIERS. Ar				1200	
					Ar PORT LAMY. . . Lv					

□ - Operates Daily Sept. 1 - Oct. 8.

- Operates June 24-Aug. 31 and Daily Sept. 1 - Oct. 8.

ALITALIA

901 ③	901 ⑥	950 ⑦	930 ①	DC-7F	900 ③	900 ⑥	931 ①	951 ②
2300	1800			Lv NEW YORK (IDL). . . Ar	1445	1045		
1400	0900			Ar SHANNON. Lv	0615	0215		
1500	1000			Lv SHANNON. Ar	0515	0115		
2000	1500			Ar MILAN. Lv	0200	2200		
2200	1700			Lv MILAN. Ar	0005	2005		
2325	1825			Ar ROME. Lv	2330	1830		
		2310	0200	Lv ROME. Ar			1000	1100
			0530	Ar TRIPOLI. Lv			0825	
		0450		Lv BEIRUT. Ar				0635
		0650		Lv BEIRUT. Lv				0435
		1155		Ar TEHERAN. Lv				0210

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

AMERICAN AIRLINES (AA)

803 ⑥	825 #Ex ⑥⑦	855 #Ex ⑥⑦	855 ②	855 ⑦	805 #Ex ⑥⑦	807 ②	801 #Ex ⑥⑦	803 #Ex ⑦①	815 ⑤	DC-7BF	816 #Ex ⑥⑦	810 #Ex ⑥⑦	804 #Ex ⑥⑦	824 #Ex ⑥⑦	802 #Ex ⑥⑦	806 #Ex ⑦①	818 ⑤	814 ⑤	802 ⑤
					2335		2215	2145		Lv BOSTON Ar	1151		1740			1926	1342	2006	1806
							2303			Lv NEW YORK (EWR) Ar									
							0030			Lv HARTFORD Ar									
										Lv HARTFORD Ar									
										Lv NEW YORK (IDL) Ar	1045		1440						
										Lv NEW YORK (IDL) Ar	0921		1310						
										Lv PHILADELPHIA Ar						1845			
										Lv PHILADELPHIA Ar						1742			
										Lv NEW YORK (EWR) Ar								1900	1700
										Lv NEW YORK (EWR) Ar		1150			1537		1741	1737	
										Lv BALTIMORE Ar						1705			
										Lv BALTIMORE Ar						1620			
										Lv WASHINGTON Ar					1430				1430
										Lv WASHINGTON Ar					1314				1314
										Lv BUFFALO Ar									
										Lv BUFFALO Ar									
										Lv CLEVELAND Ar									
										Lv CLEVELAND Ar									
										Lv CINCINNATI Ar									
										Lv CINCINNATI Ar									
										Lv DETROIT Ar									
										Lv DETROIT Ar	0620								
										Lv CHICAGO (MDW) Ar	0904				1000				
										Lv CHICAGO (MDW) Ar	0400	0810	0735	0740			1005	1324	
										Lv CHICAGO (MDW) Ar	0240	0648	0620	0625			0848	1220	
										Lv CHICAGO (ORD) Ar									
										Lv CHICAGO (ORD) Ar									
										Lv ST. LOUIS Ar									
										Lv ST. LOUIS Ar			0800						
										Lv MEMPHIS Ar			0655						
										Lv MEMPHIS Ar									
										Lv DALLAS Ar									
										Lv DALLAS Ar		0245							
										Lv SAN ANTONIO Ar		0118							
										Lv SAN ANTONIO Ar		0010							
										Lv SAN ANTONIO Ar		2233							
										Lv LOS ANGELES Ar		1940							
										Lv LOS ANGELES Ar									
										Lv LOS ANGELES Ar									
										Lv SAN FRANCISCO Ar	1830		2050						
										Lv SAN FRANCISCO Ar									
										Lv SAN FRANCISCO Ar									

ANSETT-AUSTRALIAN NATIONAL (ANA)

367 #Ex ⑥⑦	337 #	331 ①⑦	353 #	357 ⑦	351 ②③ ④⑤	347 #Ex ①⑦	Bristol 170	348 #Ex ①⑦	352 ②③ ④⑤	358 ⑦	354 #Ex ①⑦	332 ①⑦	338 #	368 #Ex ⑥⑦
0515	1700	0545	2045	1500	1300	0500	Lv MELBOURNE . Ar	1045	1845	2045	0230	1235	2350	1120
0705	1935	0820	2250	1705	1505	0705	Ar LAUNCESTON Lv	0835	1635	1835	0020	0950	2105	
0805							Ar HOBART . . . Lv							
0835							Ar DEVONPORT . Lv							
							Lv DEVONPORT . Ar							0935
							Ar WYNARD . . Lv							

AEROVIAS SUD AMERICANA, INC. (ASAI)

125 C-46 ①	101 DC-4 ②	123 DC-4 ②	301 C-46 ③	101 DC-4 ④	125 C-46 ④	101 DC-4 ⑤	102 DC-4 ②	304 C-46 ③	124 DC-4 ③	302 C-46 ③	132 C-46 ④	102 DC-4 ④	102 DC-4 ⑤	302 C-46 ⑥
1845	0315	2345		0315	1845	0315	Lv TAMPA/ST. PETERSBURG . Ar	1900		2145	1400	1900	1900	1900
2000		0100			2000		Ar MIAMI Lv			2030				
2200	0845	0300		0845		0845	Lv MIAMI Ar			1900				1330
	1015			1015		1100	Ar GUATEMALA . . . Lv							1200
	1100			1100			Lv GUATEMALA . . . Ar							1115
							Ar SALVADOR . . . Lv	1300				1330	1330	1000
							Lv SALVADOR . . . Ar							
							Ar PANAMA Lv				0700			0600
							Lv PANAMA Ar		0400	1300	1900			0400
							Ar QUITO Lv							
							Lv QUITO Ar							
							Ar GUAYAQUIL . . . Lv	0001						0001
							Ar BOGOTA Lv				1600			

BRANIFF AIRWAYS (BN)

801X DC-6A # Ex ①⑦	851 C-46 # Ex ⑦①	850 C-46 # Ex ⑥⑦	800X DC-6A # Ex ⑥⑦
0015	0410		1450
	0515		
	0615		
	0728		
	0805		
	f		
0515	1006		
	Lv NEW YORK/EWR . . Ar		
	Lv CHICAGO (MDW) . . Ar		
	Ar KANSAS CITY . . . Lv		
	Lv KANSAS CITY . . . Ar		
	Ar WICHITA Lv		
	Lv WICHITA Ar		
	OKLAHOMA CITY . . .		
	Ar DALLAS Lv		
		0110	
		2210	
		2120	
		f	
		f	
		1900	0800

ALL NIPPON AIRWAYS

18 #Ex ①	DC-3	17 #Ex ①
0010	Lv OSAKA . . . Ar	0245
0200	Ar TOKYO . . . Lv	0030

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

BRITISH EUROPEAN AIRWAYS (BEA)

748 #Ex ①	500 V ②③ ⑦	460 D ⑦①	460 D ⑦	132 V ③④ ⑥	172 Y ⑥	166 D ③④ ⑦	392 V ②③ ⑤⑦	392 Y ④⑤	V-Viscount Y-York L-Leopard	391 V ②③ ⑤⑦	391 Y ④⑤	171 D ③④ ⑤	165 Y (7/6)	131 V ③④ ⑥	499 D ⑦①	499 D ⑦	499 V ②③ ⑦	747 V #Ex ①
0105	0205	0001	0030	0045	0330	0330	0100 0205	0100 0230	Lv LONDON. . . . Ar Ar PARIS. . . . Lv Ar NICE. . . . Lv Ar MILAN. . . . Lv Ar ROME. . . . Lv Ar AMSTERDAM. . . Lv Ar BRUSSELS. . . Lv Ar COPENHAGEN. . Lv	0545 0440	0640 0510	1700	1240	0815	0525	0555	0650	0810
0335	0310	0155	0225	0320	0845	1105						1010	0810 1130	0530	0330	0400	0540	0535

607 Y ③⑤ ⑥	607 D ②④ ⑦	Y - York D - DC-3	608 Y ③⑤ ⑥	608 D ②④ ⑦
0130	0130	Lv LONDON. . . . Ar	1010	1145
0330	0405	Ar DUSSELDORF. . . Lv	0500	0535
0600	0650	Ar FRANKFURT. . . Lv	0730	0820

BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI) QANTAS EMPIRE (EM)

BA/QF 776 C ⑥	BA/QF 780 SC ⑤	BA/QF 980 C ③	AI 164 SC ⑤	C - 749 Constellation SC - Super Constellation	AI 163 SC ①	BA/QF 981 C ③	BA/QF 781 SC ①	BA/QF 777 C ③
2230	2300	0700	0638	Lv London. . . . Ar	1935	0720	1700	2320
⑦	⑥	0835	0835	Ar DUSSELDORF. . . Lv	0535	0535	1425	2110
0030	0105		1310	Ar FRANKFURT. . . Lv				
0255	0350	1130	2025	Ar ROME. . . . Lv	1535	①	1215	1845
1305	1355	④		Ar ZURICH. . . . Lv	②	0245	④	1015
2055	⑦	0530	⑥	Ar BEIRUT. . . . Lv	0950	1815	0425	⑤
①	0220		1030	Ar DAMASCUS. . . Lv		1405		0605
0710		1545	⑤	Ar BAHRAIN. . . . Lv		⑦	2205	
	1015	③	0230	Ar KARACHI. . . . Lv	0130	0630	1810	2230
1725	1705	0020		Ar BOMBAY. . . . Lv	1900		1210	
		1015		Ar DELHI. . . . Lv		2300		1420
2315	2245	1520		Ar CALCUTTA. . . Lv		⑥	③	0930
②	①			Ar RANGOON. . . . Lv		1800	0615	
1120	0315	⑥		Ar BANGKOK. . . . Lv			1205	④
2050	1315	0225		Ar HONG KONG. . . Lv		0635	②	0125
	2230	1140		Ar MANILA. . . . Lv		2200	①	④
				Ar SINGAPORE. . . Lv		③		③
				Ar DJAKARTA. . . Lv				
				Ar DARWIN. . . . Lv				
				Ar SYDNEY. . . . Lv				

BA 577 ④	BA 573 ③	DC-7F	BA 574 ③	BA 578 ⑥
2200	2200	Lv LONDON. . . . Ar	2130	1850
	2300	Ar MANCHESTER. . Lv	2030	
	④			
2340	0001	Lv MANCHESTER. . Ar	1930	1715
⑤		Ar GLASGOW. . . . Lv		
0115		Lv GLASGOW. . . . Ar		1615
	0545	Ar MONTREAL. . . Lv	0345	
	0645	Lv MONTREAL. . . Ar	0245	
0730	0830	Ar NEW YORK. . . . Lv	0100	0100

Service may be extended to Chicago and Detroit as required and will flag stop at Montreal and Boston

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

COMPANIA MEXICANA DE AVIACION, S.A.

C-47 ⑦	410C C-47 ⑦	C-47 ⑥	C-47 ③	C-47 ⑥	920C C-82 ④		C-47 ③	921C C-47 ④	C-47 ⑥	411C C-47 ⑦	C-47 ⑦
			0500 0700 0730	0700 0900	0700 0900 0930	Lv MEXICO, D.F. . Ar Ar GUADALAJARA . Lv Lv GUADALAJARA . Ar Ar MASCOTA . . . Lv Lv MASCOTA . . . Ar Ar TALPA Lv Lv TALPA Ar Ar PTO. VALLARTA. Lv Ar MAZATLAN. . . Lv Lv MAZATLAN. . . Ar Ar HERMOSILLO. . Lv Lv HERMOSILLO. . Ar Ar MEXICALI. . . Lv Ar LOS ANGELES . Lv	1535 1805 1335 1605 1305 1500		1255 1350 1300 1230 1210 1140 1150 1115	2025 1825 1755 1650	
1500	0800 0850 0920 0940 1010 1035	1000									
1605	1035	1105	0825 0855 1205 1235 1535	1025 1055 1405 1435 1555			1025 0955 0700 2135 1635	1240 1210 0900 0020 1700			

C-54 ⑦	C-47 ③③	C-47 ⑥		C-47 ③③	C-47 ⑥	C-54 ①
1300	0700 1040	0700 1000 1030 1125	Lv MEXICO, D.F. . Ar Ar MONTERREY. . . Lv Lv MONTERREY. . . Ar Ar NUEVO LAREDO . Lv Ar REYNOSA. . . . Lv Ar SAN ANTONIO. . Lv Lv SAN ANTONIO. . Ar Ar DALLAS Lv Lv DALLAS Ar Ar CHICAGO. . . . Lv	1520 1140	1515 1225	0120 2150 2100 1925 1835 1400
1630 1720 1855 1945 0020						

611C C-82 ④	631C C-47 ⑦	C-54 ②⑥		C-54 ③⑥	610C C-47 ⑤	630C C-47 ①
0700 0840 0900 1000 1020 1105 1125 1210 1230 1320 1340 1425	0700 0840 0900 0955 1015 1100 1120 1200 1220 1310 1330 1440	0700 f f f f f f f f f f f	Lv MEXICO, D.F. . Ar Ar VERACRUZ. . . Lv Lv VERACRUZ. . . Ar Ar MINATITLAN. . Lv Lv MINATITLAN. . Ar Ar VILLAHERMOSA. Lv Lv VILLAHERMOSA. Ar Ar C. DEL CARMEN. Lv Ar C. DEL CARMEN. Ar Ar CAMPECHE. . . Lv Ar CAMPECHE. . . Ar Ar CHETUMAL. . . Lv Ar MERIDA. . . . Lv	1515 f f f f f f f f f f f	1700 1415 1345 1300 1230 1145 1115 1025 0955 0900	1330 1150 1130 f 0940 0920 0830 0810 0700

F = Flatstop - Minimum 1,000 kilos

DELTA AIR LINES (DL)

25X # Ex ⑦①	29X # Ex ⑥⑦	C-46	22X # Ex ⑥⑦	26X # Ex ⑦①
	2330 0015 0105 0345 0434	Lv NEWARK. Ar Ar PHILADELPHIA. . . . Lv Lv PHILADELPHIA. . . . Ar Ar CHARLOTTE Lv Lv CHARLOTTE Ar Lv CHICAGO (MDW) Ar Ar MEMPHIS Lv Lv MEMPHIS Ar Ar ATLANTA Lv Lv ATLANTA Ar Ar ORLANDO Lv Lv ORLANDO Ar Ar NEW ORLEANS Lv Lv NEW ORLEANS Ar Ar HOUSTON Lv Lv HOUSTON Ar Ar MIAMI Lv Ar DALLAS. Lv	1043 1003 0933 f f f f f f f f f f f f f f f f f f	0720 0440 0400 0258 0133 2313 2213 f f f f f f f f f f f f f
0100				
0407 0545 0754 0834	0602 0745 f 0913 1013 1203 1243		0600 0432 f 0120 0020 2241 2201 f 2030	
0947	1408			2100

$$\begin{array}{r} 47 \\ 25 \\ 25 \\ 55 \\ \hline 50 \end{array}$$

50

50

DC
177DC
177

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INDIAN AIRLINES (IAC)

Douglas Freighter	311	313	315	317	319	321	323	331	333	335	337	339	341	343	345	347	349	351	353	355	357	359	361	381	381	391	376		
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕				⑤			
CALCUTTA, Dum Dum...Lv	0400	0430	0500	0910	0945	1020	1400	0410	0415	0430	0445	0800	0815	0845	0930	1000	1030	1100	1200	1230	1300	1315	1345	0700	0350	0400			
GAUHATI, Kahikuchi...Ar	0605	0635	0705	1115	1150	1225	1605																			0503			
GAUHATI, Kahikuchi...Lv																										0635	0800		
AGARTALA, Singherbhl...Ar								0530	0535	0550	0650	0920	0935	1005	1050	1120	1150	1220	1320	1350	1420	1435	1505				0905		
BAGDOGRAAr																								0855	0545				
MOHANBARI, Mcpl...Ar																										0825			
RETURN	318	316	314	312	324	322	320	332	334	336	338	344	340	342	346	350	352	354	348	356	358	360	362	364	366	382	382	392	375
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	✕	⑤			
MOHANBARI, Mcpl...Lv																											0855		
BAGDORALv																											0615	0925	
AGARTALA, Singherbhl...Lv								0550	0620	0725	0755	1025	1110	1120	1140	1210	1240	1340	1420	1555	1615	1620	1700	1710	1720			1035	0725
GAUHATI, Kahikuchi...Ar																											1105		
GAUHATI, Kahikuchi...Lv	1145	0735	0705	0635	1630	1255	1220																						
CALCUTTA, Dum Dum...Ar	1350	0940	0910	0840	1835	1500	1425	0710	0740	0845	0915	1145	1230	1240	1300	1330	1400	1500	1540	1715	1735	1740	1820	1830	1840	0810	1120	1310	

Douglas Freighter	365	363	325	327	329	373	373	373	393
Read Down	✕	✕	✕	✕	✕	✕	✕	✕	✕
CALCUTTA...Lv	1530	1430	0800	0800	1210	0845	0800	0845	0800
AGARTALA...Ar	1630	1550							
KAILASHAHAR...Ar			0945						
KAMALPUR...Ar				0935					
KHOWAI...Ar					1335				
SILCHAR...Ar						1050	1005	1050	
SILCHAR...Lv								1110	
SILCHAR...Ar								1150	
IMPAL...Ar									0945
RUPSI									

RETURN	394	373	374	374	330	328	326
Read Down	✕	✕	✕	✕	✕	✕	✕
RUPSI...Lv	1015						
IMPAL...Lv		1210					
SILCHAR...Ar		1250					
SILCHAR...Lv		1310	1035	1120			
KHOWAI...Lv					1400		
KAMALPUR...Lv						1005	
KAILASHAHAR...Lv							1015
AGARTALA...Lv							
CALCUTTA...Ar	1200	1515	1240	1325	1525	1140	1200

IRISH INTERNATIONAL AIRLINES (ALT)

82Mc #Ex	830	842	822	820	870	1011	800	854	852	850	* C-47	801 #Ex	851	861	863	821	823	841	843	831	82Mc #Ex
⑥	③	④	②	④	⑤	⑦	①③ ②⑤	②	①③ ④	②		②	①	②	③	④	⑤	②	④	③	⑥
2020	1105	1725	1225	1105	1050 1155 1255 1515	1050 1155	1310 1355	1355	1200	1105	Lv DUBLIN...Ar	1950	1645	1645	1800	1540	1700	2010	2210	1555	2359
							1520				Ar SHANNON...Lv										
											Ar SHANNON...Ar										
											Ar LONDON...Lv	1735									
											Ar BRISTOL...Lv		1505								
											Ar CARDIFF...Lv			1510	1625						
											Ar MANCHESTER...Lv					1420	1540				2240
											Ar BIRMINGHAM...Lv							1835	2035		
											Ar GLASGOW...Lv									1430	
2135																					
	1230		1900	1340	1220																

INI & CIA. S.A. (INI)

190 ③	C-54	191 ⑦
0800	Lv BUENOS AIRES...Ar	2200
1130	Ar SANTIAGO...Lv	1630
1230	Lv SANTIAGO...Ar	1530
1945	Ar LIMA...Lv	0615
2100	Lv LIMA...Ar	0515
0515	Ar PANAMA...Lv	2100
0615	Lv PANAMA...Ar	2000
1215	Ar MIAMI...Lv	1400

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KLM ROYAL DUTCH AIRLINES (KL)

KL062 DC-7F ①⑤*	KL064 SC ③	KL064 SC + ⑦	SC - Super Constellation	KL061 DC-7F ④⑦#	KL063 SC + ⑤	KL065 SC ⑦
0500	0300	0300	Lv NEW YORK. . Ar ↑	1300	1425	0920
			MONTREAL. . Lv	1120	1210	0735
			MONTREAL. . Ar	0950	1110	0605
2045	2045	2045	Ar GLASGOW . . Lv	0335	0345	2015
2145	2145	2145	Lv GLASGOW . . Ar	0205	0215	1845
2345	2345	2345	Ar AMSTERDAM . Lv	0001	0001	1630

+ Operates until July 30

* From Aug.3 will operate on ①④⑥

From Aug.2 will operate on ③⑤⑦

KL013 DC-3 ②③ ④⑤	KL001 DC-3 #Ex ⑦①	KL011 DC-7F /SC + ③④⑥	KL003 DC-3 ②⑤	KL009 DC-3 ①	SC - Super Constellation	KL002 DC-3 #Ex ⑦①	KL014 DC-3 ②③+ ⑤④	KL008 DC-3 ⑥	KL004 DC-3 ②⑤	KL012 DC-7F/ SC + ③④⑥
0130	0445	1500	1530	2125	Lv AMSTERDAM. . Ar ↑	0315	0720	1035	2120	2130
0330	0645	1625	1730	2325	Ar LONDON . . . Lv	0125	0530	0845	1930	2010

* From Aug. 1 on ②④⑤⑥

KL041 DC-3 #Ex ⑦①	SN104 DC-3 #Ex ⑦①	SK042 Curtiss #Ex ⑦①	SR705 Metr #Ex ⑦①	KL027 DC-3 ③④ ⑥		KL028 DC-3 ③④ ⑥	SR704 Metr. #Ex ⑦①	SK051 Curtiss #Ex ⑦①	SN103 DC-3 #Ex ⑦①	KL042 DC-3 #Ex ⑦①
1525	0345	0350	0410	1315	Lv AMSTERDAM. . Ar ↑	2100	0300	0230	0245	2135
1730					Ar PARIS. . . . Lv				0140	1930
	0445	0615			Ar BRUSSELS . . Lv			0005		
			0605		Ar COPENHAGEN . Lv		0100			
			0650		Ar BASLE/ . . . Lv		0010			
			0720	1605	Lv MULHOUSE . . Ar	1800	2340			
					Ar ZURICH . . . Lv					

KL017 DC-3 ②④⑤	KL015 DC-3 #Ex ⑦	KL021 DC-3 ⑥		KL022 DC-3 ⑥	KL016 DC-3 #Ex ⑦	KL018 DC-3 ②④⑤
1445	1500	1120	Lv AMSTERDAM. . Ar ↑	2150	2200	2205
			DUSSELDORF . Lv			2100
			DUSSELDORF . Ar			2010
1715			Ar NUREMBERG. . Lv		2000	1815
			FRANKFURT. . Lv		1920	
	1720		FRANKFURT. . Ar		1820	
			Ar STUTTGART. . Lv	1800		
			LINZ Lv	1715		
			LINZ Ar	1615		
		1530	Ar VIENNA . . . Lv			

JAPAN AIR LINES

633 ③	637 ⑥	DC-7F	632 ②	636 ⑤
1600	1600	Lv SAN FRANCISCO. Ar ↑	0700	0700
2230	2230	Ar HONOLULU . . . Lv	2110	2110
0030	0030	Lv HONOLULU . . . Ar	1820	1820
1130	1130	Ar TOKYO Lv	2359	2359

LINEAS AEREAS COSTARRICENSES (LACSA)

615 ② ⑤⑥	C-46	616 ① ③③
0600	Lv MIAMI Ar	1400
0810	Ar GRAND CAYMAN. Lv	
0900	Lv GRAND CAYMAN. Ar	
1130	Ar SAN JOSE, C.R.Lv	0700

LANICA AIRLINES (NI)

401 ① ④⑥	C-46	402 ① ④⑥
0600	Lv MIAMI Ar	0530
1015	Ar MANAGUA Lv	1130

LINEA AEROPOSTAL VENEZOLANA (LV)

262 #Ex ⑦	264 ③		265 ③	263 #Ex ⑦
0600	0500	Lv MAIQUETIA. . Ar	1630	1500
		Ar KINGSTON . . Lv	1510	
		Lv MARACAIBO. . Ar	1445	
1300	0900	Ar MIAMI Lv	1100	0700
		Ar PANAMA Lv		

AIR CARGO

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

LUFTHANSA GERMAN AIRLINES

LHO41 #Ex ②⑦	U.S. - Europe Super Constellation	LHO40 #Ex ①②⑥	LHO40 ⑥	LHO36 #Ex ⑦	VIKING Denmark Service	LHO37 #Ex ①
2130	Lv NEW YORK . . . Ar	1155	1550	2310	Lv FRANKFURT . . . Ar	
	MANCHESTER . . . Lv		0530	0030	Ar DUSSELDORF . . . Lv	0640
	MANCHESTER . . . Ar		0330	0100	Lv DUSSELDORF . . . Ar	
1530	Ar FRANKFURT . . . Lv	0100	0100	0250	Ar HANOVER . . . Lv	
					Lv HANOVER . . . Ar	
					Ar COPENHAGEN . . . Lv	0420

LHO32 #Ex ①	LHO30 #Ex ③④ ⑤	VIKING	LHO31 #Ex ④⑤ ⑥	LHO33 #Ex ①
0115	2300	Lv FRANKFURT . . . Ar	0715	0710
0325	0145	Lv DUSSELDORF . . . Ar	0430	0500
		Ar LONDON Lv		

LHO29 #Ex ①	LHO24 #Ex ⑦	LHO26 #Ex ⑦	LHO20 #Ex ⑦	LHO22 #Ex ⑦	VIKING Intra-German Service	LHO27 #Ex ⑦	LHO24 #Ex ⑦	LHO28 #Ex ①	LHO21 #Ex ①
0750			1805		Lv HAMBURG Ar				0130
			1850		Ar BREMEN Lv				
			1925		Lv BREMEN Ar				
			2000		Ar HANOVER Lv				
			2040		Lv HANOVER Ar				
				1915	Lv DUSSELDORF . . . Ar			0035	
				1945	Ar COLOGNE/BONN. . Lv				
				2030	Lv COLOGNE/BONN. . Ar				
			2200	2130	Ar FRANKFURT . . . Lv	2100	2135	2330	2340
					Lv FRANKFURT . . . Ar	2005			
	1705	1820			Ar STUTTGART . . . Lv		2045		
		1915			Ar NUREMBERG . . . Lv		2000		
	1830				Lv NUREMBERG . . . Ar		1915		
					Ar MUNICH Lv				

MALAYAN AIRWAYS (MAL)

MARITIME CENTRAL AIRWAYS (MAR)

514 #Ex ②⑤	DC-3 C-46	515 #Ex ②⑤
0830	Lv MONCTON Ar	1320
0900	Ar CHARLOTTETOWN . Lv	1250
1000	Lv CHARLOTTETOWN . Ar	1220
1040	Ar HOUSE HARBOR . . Lv	1140

MACKEY AIRLINES

1-X ①④	3-X ②③	C-46	2-X ①④	4-X ②③
2400	1200	Lv FT. LAUDERDALE . . Ar	1500	1530
	1420	Ar WEST PALM BEACH . Lv		
	1440	Lv WEST PALM BEACH . Ar		
	1310	Ar WEST END Lv		
	1340	Lv GRAND BAHAMA . . . Ar		
	1355	Ar FREEPORT Lv		
1300		Lv GRAND BAHAMA . . . Ar	1400	1455
		Ar NASSAU Lv		

122 #	106 #	DC-3
0425	0455	Lv SINGAPORE
0555		Ar KUALA LUMPUR
	0700	Ar IPOH
	0730	Lv IPOH
	0810	Ar PENANG

MIDDLE EAST AIRLINES (MEA)

720 ③	616 ③	618 ⑤	770 ⑥	774 ⑦	DC-4	771 ⑥	775 ⑦	615 ①	721 ③	617 ③
					Read Down	Read Up				
0400	0400				Lv LONDON Ar			0945	0945	
0920	0920				Ar ROME Lv			0400	0400	
1020	1020				Lv ROME Ar			0300	0300	
1510	1510				Ar ATHENS Lv			②	④	
1610	1610				Lv ATHENS Ar					
2000	2000				Ar BEIRUT Lv			2100	2100	
					Lv BEIRUT Ar					
					Ar BAGHDAD Lv			1145	1530	1330
					Lv BAGHDAD Ar					1130
					Ar BAGHDAD Lv					1030
					Lv KUWAIT Ar			0830		0830
					Ar DHAHRAN Lv					
					Lv DHAHRAN Ar					
					Ar DOHA Lv					
					Lv DOHA Ar					
					Ar BAHRAIN Lv			1200		

MACROBERTSON MILLER AIRLINES (MMA)

780 ALT ④	782 ALT ④	784 ALT ⑥	DC-3	785 ⑥
			Read Down	Read Up
0500	0500	0500	Lv PERTH Ar	2345
0645	0645		Ar GERALDTON Lv	
0705	0705		Lv GERALDTON Ar	
0900	0900		Ar CARNARVON Lv	
0920	0920		Lv CARNARVON Ar	
			MORAWA Lv	
			YALGOO Lv	
			YALGOO Ar	
		0715	Ar MT. MAGNET Lv	
		0735	Lv MT. MAGNET Ar	
			WILUNA Lv	
		0825	Ar MEEKATHARRA Lv	
		0845	Lv MEEKATHARRA Ar	
		1050	Ar WITTENOO Lv	
		1120	Lv WITTENOO Ar	
			Ar ONSLOW Lv	
1125	1125		Lv ONSLOW Ar	
1200			Ar ROEBOURNE Lv	
1300	1250		Lv PT. HEDLAND Ar	
1350	1340	1220	Lv PT. HEDLAND Ar	
1420	1410	1240	Lv DE GREY Lv	
1450	1450		Lv PARDOO Lv	
1500	1450		Lv WALLAL Lv	
1550	1540		Lv MANDORA Lv	
1610	1600		Lv ANNA PLAINS Lv	
		1415	Lv BROOME Lv	
1720	1710	1510	Ar DERBY Lv	0700
1815	1805	1605		

NATIONAL AIRLINES, INC.

96 #Ex ⑦	98 #Ex ⑥⑦	L-1049H	97 #Ex ①	99 #Ex ⑥⑦
1500	1900	Lv MIAMI Ar	0537	1125
1540		Ar FORT MYERS Lv		
1640		Lv FORT MYERS Ar		
	2000	Ar TAMPA Lv		1025
	2100	Lv TAMPA Ar		0940
1725		Ar ORLANDO Lv		0910
1810		Lv ORLANDO Ar		0825
		Ar BALTIMORE Lv		
		Lv BALTIMORE Ar		
	0030	Ar PHILADELPHIA Lv		
	0115	Lv PHILADELPHIA Ar		
2153	0155	Ar NEW YORK (IDL) Lv	0100	0430

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

NORTHWEST AIRLINES (NW)

958** DC-6A ③⑥	588 ①④ ⑤⑦	972 *	912 #Ex ⑥⑦	DC-6A Combination	903 #Ex ⑦①	959** #Ex ⑥⑦	583 #Ex ③⑥	951** DC-6A ②②
2345				Lv TOKYO. Ar				1505
1825				Ar ANCHORAGE. Lv				0450
1925	2200			Lv ANCHORAGE. Ar			1110	0350
0355	0630			Ar SEATTLE. Lv			0820	0100
		2230		Lv SEATTLE. Ar				
		2225		Ar PORTLAND. Lv				
		2325		Lv PORTLAND. Ar				
		0650		Ar MINNEAPOLIS/. Lv				
		0945	2030	Lv St. Paul. Ar	1322	0450		
			2253	Ar MILWAUKEE. Lv	1250			
			2340	Lv MILWAUKEE. Ar	1203			
		1215		Ar CHICAGO. Lv		0405		
		1315		Lv CHICAGO. Ar		0320		
		1420	0050	Ar DETROIT. Lv	1045	0210		
		1520	0135	Lv DETROIT. Ar	1000	0115		
		1840	0455	Ar NEW YORK. Lv	0830	2359		

** Temporarily Not Operating.

* Minneapolis/St. Paul portion presently not operating.

OLYMPIC AIRWAYS

⑦	VISCOUNT 800		⑦
0400	Lv	LONDON. . . . Ar	2200
1350	Ar	ATHENS. . . . Lv	1550

PACIFIC NORTHERN AIRLINES (PN)

3	3	5	1B	1A	1	Lockheed Constellation Speedpak		2	2A	2B	4	4	6
23 45 67	1 23 45		2 45	15	37	Read Down	Read Up	12 46	5	37	X	1 23 45	23 45 67
0120	2340 0030	0830	0730	0730	0730	Lv PORTLAND	Ar					2250	
			1010	1010	1010	Ar SEATTLE - TAKOMA	Lv	1715	1715	1715	2125	2200	0500
			1155	1155	1155	Lv SEATTLE - TAKOMA	Ar	1445	1445	1445			
			1300			Ar KETCHIKAN (Annette Is.)	Lv	1300	1300	1300			
			1330	1240		Ar JUNEAU	Lv	F	F	1000			
			1450	1400	1320	Ar YAKUTAT	Lv	0820	0820	0820			
0500		1210				Ar CORDOVA	Lv	0700	0700	0700	1400		1235
						Ar ANCHORAGE	Lv						

Cargo must be received two hours prior to scheduled departure time for routing on Speedpak equipment.

PAN AMERICAN WORLD AIRWAYS (PAA)

ATLANTIC SERVICES

[illegible]

**PAN AMERICAN GRACE
AIRWAYS (PANAGRA)**

393 ⑦	DC-7	392 ⑥
2359	Lv MIAMI Ar	1805
0405	Ar PANAMA . . . Lv	1400
0630	Lv PANAMA . . . Ar	1210
f	Ar CALI Lv	f
f	Ar QUITO Lv	f
f	Ar GUAYAQUIL. . Lv	f
f	Ar TALARA . . . Lv	f
1140	Ar LIMA Lv	0700
0600	Lv LIMA Ar	1820
f	Ar ARICA Lv	
f	Ar ANTOFAGASTA. Lv	
f	Ar LA PAZ Lv	f
f	Ar COCHABAMBA . Lv	f
1210	Ar SANTIAGO . . . Lv	1400

PAA-U.S.A.-PACIFIC

ADDITIONAL ALL-CARGO SERVICE
When required for reserved cargo of sufficient size, the above transatlantic all-cargo services will call at one additional city on the following schedule:

EASTBOUND		Minimum Trans- atlantic Load	WESTBOUND		Minimum Trans- atlantic Load
Baltimore/			Amsterdam	Lv Su	2220 400 kg
Washington	Lv Th Sa	2230 1500 kg	Prestwick	Lv We Fr	0350 500 kg
Philadelphia	Lv Th Sa	2230 1000 kg	Shannon	Lv We	0400 400 kg
Boston	Lv Tu We Th	0500 400 kg	Gander	Lv Mo	0815
Gander	Ar We Fr	0840 *	Gander	Lv We Th Fr	0745
	Ar We Th Fr Su	0040 400 kg	Gander	Lv Sa	1115
Brussels	Ar We Th	0050 400 kg	Gander	Lv Su	0945
Amsterdam	Ar Mo We Fr	0100 400 kg	Gander	Ar Mo	0950
Dusseldorf	Ar Su	0200 400 kg	Boston	Ar We Th Fr	0910 400 kg
			Boston	Ar Sa	1225 400 kg
			Boston	Ar Su	1110 400 kg

*1000 kg minimum load to/from Gander.

*1000 kg minimum load to/from Gander.

875 ①	879 #Ex ⑦		878 ⑤	878 ②④	876 ④
		Lv LOS ANGELES . . Ar	0645		
0200	2300	Lv SAN FRANCISCO . Ar	0925	0615	2100
0830	0530	Ar HONOLULU . . . Lv	1945	1945	1030
0230	0900	Lv HONOLULU . . . Ar	1820	1820	1915
<u>1040</u>		Ar GUAM ISLAND . . Lv			<u>0200</u>
	2025	Ar TOKYO Lv	0100	0100	

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PAA
U.S.A.—LATIN AMERICA

3211 ⑦	3401 ⑥	3451 ②④ ⑥	3431 #Ex ④⑤	3253 DC-6A C-54 ①④	3433 #Ex ⑥⑦	C-54	3252 ①④	3434 #Ex ⑦①	3436 ①	3458 #Ex ④⑤	3402 ⑥	3432 ③⑤	304 ②
	1130 1230	1730 2330	0900 1205	2345 0830 0945 1200 1900 0440 0530 1245 1345 2020	0730 1440	Lv NEW YORK. Ar Lv MIAMI. Ar Ar KINGSTON. Lv Ar NASSAU. Lv Ar SAN JUAN. Lv Lv SAN JUAN. Ar Ar CARACAS. Lv Lv CARACAS. Ar Ar PORT OF SPAIN. . . Lv Ar BELEM. Lv Lv BELEM. Ar Ar RIO DE JANEIRO. . Lv Lv RIO DE JANEIRO. . Ar Ar BUENOS AIRES. . . Lv	0500 2300 2130 1830	1235 1600 1705 1430 0645	1600 1705 1430 1400 1000	1500 1400	1700 1115	1445 0300 0205 1845 1735 1115	

(PAA)

3501 ①	3517 ①③	3515 ⑦	3501 ③	3511 ⑦② ④	P393 A ⑦ DC-7F	3503 ⑤	3503 ④	C-54	3504 ⑦	3504 ③⑤	3506 ③	3512 ③③	P393 A ⑥ DC-7F	3516 ⑤	3518 ②④
		0430						Lv LOS ANGELES. . . Ar						1220	
								HOUSTON. Lv						0700	
								HOUSTON. Ar						1950	
								NEW ORLEANS. . . Lv						1800	
								Lv NEW ORLEANS. . Ar			1630			1630	
		1210	1800					Ar HOUSTON. Lv							
		1950	1950					Lv HOUSTON. Ar							
0800	0930	1300	1300					Ar BROWNSVILLE. . Lv							1830
								Lv BROWNSVILLE. . Ar							1645
								Lv BROWNSVILLE. . Ar							1615
				1100	2359	0730	0900	Lv MIAMI. Ar	1655	1530		1435	1805		
								Ar MEXICO. Lv							1400
1210	1420							Lv MEXICO. Ar							1315
1330	1500					1130	1700	Ar GUATEMALA. . . Lv		0930	1145			1145	0930
1710	1830	1710	1710			1330		Lv GUATEMALA. . . Ar			1400			1400	
1030		1030	1030			1415		Ar SAN SALVADOR. . Lv	1100						
						PG393									
1800		1800	1800	1635	0405			Ar PANAMA CITY. . . Lv			1000	0900	1400	1000	
													PG393		
		1100	1100			0630		Lv PANAMA CITY. . . Ar			1600		1210		
		1730	1730			1140		Ar CARACAS. Lv			1145				
								Ar LIMA. Lv					0700		

QANTAS EMPIRE (EM) BRITISH OVERSEAS AIRWAYS (BA) AIR INDIA (AI)

BA/QF 776 C ⑥	BA/QF 780 SC ⑤	BA/QF 980 C ③	AI 164 SC ⑤	C - 749 Constellation SC - Super Constellation	AI 163 SC ①	BA/QF 981 C ③	BA/QF 781 SC ①	BA/QF 777 C ③
2230 ⑦ 0030 0255 1305 2055 ① 0710 1725 2315 ② 1120 2050	2300 ⑥ 0105 0350 1355 ⑦ 0220 1015 1705 2245 ① 0315 1315 2230	0700 0835 1130 2140 ④ 0530 1545 ⑤ 0020 1015 1520 ⑥ 0225 1140	0638 0835 1310 2025 ⑥ 1030 0230	Lv London. Ar Ar DUSSELDORF. . . . Lv Ar FRANKFURT. . . . Lv Ar ROME. Lv Ar ZURICH. Lv Ar BEIRUT. Lv Ar DAMASCUS. Lv Ar BAHRAIN. Lv Ar KARACHI. Lv Ar BOMBAY. Lv Ar DELHI. Lv Ar CALCUTTA. Lv Ar RANGOON. Lv Ar BANGKOK. Lv Ar HONG KONG. Lv Ar MANILA. Lv Ar SINGAPORE. Lv Ar DJAKARTA. Lv Ar DARWIN. Lv Ar SYDNEY. Lv	1935 1535 ② 0950 0130 1900	0720 0535 ① 0245 1815 1405 ⑦ 0630 1900 2300 ⑥ 1800 ④ 0635 2200 ③	1700 1425 1215 ④ 0425 2205 1810 1210 2300 ⑥ 1800 ③ 0615 1205 ② 0635 2200 ①	2320 2110 1845 1015 ⑤ 0605 2230 1420 0930 ④ 0125 ④ 1700 ③

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RIDDLE AIRLINES (RD)

201 # DC7F	207 #Ex ⑥⑦	401 #Ex ⑥	451 #Ex ⑥⑦	453 #Ex ⑦	301 #	C-46	202 # DC7F	402 #Ex ⑥	452 #Ex ⑥⑦	208 #Ex ⑥⑦	454 #Ex ⑥⑦	302 #
0001	2250 0100 0200 0305 0350					Lv BOSTON. Ar Ar NEW YORK (IDL). Lv Lv NEW YORK (IDL). Ar Ar PHILADELPHIA. Lv Lv PHILADELPHIA. Ar Lv CHICAGO. Ar Ar INDIANAPOLIS. Lv Lv INDIANAPOLIS. Ar Lv DETROIT. Ar Ar CLEVELAND. . . . Lv Lv CLEVELAND. . . . Ar Ar ATLANTA. Lv Lv ATLANTA. Ar Ar ORLANDO. Lv Lv ORLANDO. Ar Ar TAMPA. Lv Lv TAMPA. Ar Ar WEST PALM BEACH Lv Lv WEST PALM BEACH Ar Ar MIAMI. Lv Lv MIAMI. Ar Ar SAN JUAN. Lv	2130 2045 1945	0530 0410 0330	0525 0530 0450 0130 2350 2350 2140 2040 2000	0800= 0745 0645 0600 0425	2330 2000	0900 0600
0245 0330 0400	0245 0330 0400	2300 0015 0115 0350 0450 0740 0845 0755	2305 0200 0100 0355 0200 0435 0420 0630 0520 0740 0840 0920	0200 0355 0435 0630	2200 0300		1500 2030		2130			

Ø IND Sunday Demand Service

= Does not operate IDL-BOS ⑥ or ⑦

RUTAS AEREAS NACIONALES (RANSA)

③	①	④	②	⑤	⑦	C-46; C-47	②	⑤	⑦	①	④	③
2000	0145	0005	2200	0145	0005	Lv MIAMI, International. Ar BARCELONA, Muntadas. Lv BARCELONA, Muntadas. Ar Ar KINGSTON, Palisadoes. Lv KINGSTON, Palisadoes. ARUBA. Ar MARACAIBO, Gr. De Oro. Lv MARACAIBO, Gr. De Oro I. Ar CARACAS, Maiquetia. Lv	1415	1800	2045	1900 1200 1100	1800 1400	0415 1800 1415
2300	0445	0305	0100	0445	0350							
2345	0530	0350	0145	0530	0350							
F	F	F	0545	F	F					0800		
0445	1000	0820	1000	0820	1245		1000	1145	1430	1000	1145	0800

SABENA BELGIAN AIRLINES (SAB)

SN252 ③	SN254 ⑥	DC-7C		SN251 ③	SN253 ⑥
2300	2300	Lv	New York Ar	0950	0950
↓	↓	Ar	MANCHESTER Lv	↓	↓
1640	1855	Lv	MANCHESTER Ar	0130	0130
		Ar	BRUSSELS Lv		

BEF37 ②③⑦ V	SN205 ②③④ ⑤	V - Viscount DC-3 C-47		SN206 ③④⑤ ⑥	BEF36 ②③⑦ V
0640	2230	Lv	BRUSSELS Ar	0420	0410
0650	2330	Ar	LONDON Lv	0130	0205

SN101 # Ex ⑦	DC-3 C-47		SN102 # Ex ⑦
2040	Lv	BRUSSELS Ar	0045
2210	Ar	PARIS Lv	2320

SN247 ②④	SN249 ⑦	DC-3/C-47		SN248 ②④	SN250 ⑦
1020	0735	Lv	BRUSSELS Ar	2330	2045
1545	1300	Ar	MILAN Lv	1745	1500

SN103 # Ex ⑦①	KL005 # Ex ⑦①			KL006 # Ex ⑥⑦	SN104 # Ex ⑦①
0140		Lv	BRUSSELS Ar		0445
0245		Ar	AMSTERDAM Lv		0345
	0350	Lv	AMSTERDAM Ar	0255	
	0635	Ar	COPENHAGEN Lv	2400	

SN213 ②	SN217 ②③ ④⑤	SN215 ⑤	SN211 ⑥	DC-3/C-47		SN214 ②	SN218 ②③ ④⑤	SN216 ⑤	SN212 ⑥
0640	1340	1325	1340	Lv	BRUSSELS Ar	1925	2045	2050	2050
↓	↓	↓	↓	Ar	COLOGNE Lv	↓	1930	↓	↓
0900	↓	↓	↓	Lv	COLOGNE Ar	1820	1845	1945	1945
0930	↓	↓	↓	Ar	DUSSELDORF Lv	1750	↓	1915	1910
↓	↓	↓	↓	Lv	DUSSELDORF Ar	1550	↓	↓	↓
1200	1555	1545	1555	Ar	NUREMBERG Lv	1520	1710	↓	1710
				Lv	NUREMBERG Ar	↓	↓	↓	↓
				Ar	STUTTGART Lv	1300	↓	↓	↓
				Ar	VIENNA Lv				

SAM AIRLINES

999A #Ex ①⑦	999 ④⑥	888 ④⑥	C-46		998A	887 #	998 ①④
0330	0300		Lv	MIAMI Ar	0430		2000
0900	0800		Ar	SAN ANDRES Lv	1000		↓
	0900		Lv	SAN ANDRES Ar			↓
	1115		Ar	CARTAGENA Lv			↓
	1200	1145	Lv	CARTAGENA Ar		1445	↓
	↓	1215	Ar	BARRANQUILLA Lv		1415	1400
	↓	801	Lv	BARRANQUILLA Ar		1315	1300
	1350	③	Ar	MEDELLIN Lv		1130	↓
	1450	0600	Lv	MEDELLIN Ar		1030	↓
	1550	0700	Ar	BOGOTA Lv		0930	1100
	1645	0800	Lv	BOGOTA Ar		0830	1000
	1800	↓	Ar	CALI Lv		0715	↓
		1200	Ar	LETICIA Lv			0600

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SCANDINAVIAN AIRLINES (SAS)

SK043 # Ex ①⑥	SK047 # Ex ⑦②	SK069 ③④ ⑥	SK053 # Ex ①⑥	SK057 ③④ ⑥	SK/BE 15 #Ex ①	KLO06 # Ex ⑦①	Curtiss	SK070 ③④ ⑥	SK054 # Ex ⑦②	SK058 ③④ ⑥	BE/SK 16 #Ex ①	KLO05 # Ex ①⑦	SK044 # Ex ⑦①
1335	1200						Lv STOCKHOLM . . . Ar		0955				0935
1135	1400	1600	1630	1535	0520	2300	Lv STOCKHOLM . . . Lv	0800					
							Ar MALMO . . . Ar	0700					
							Lv COPENHAGEN . . . Ar	0155		0055	0335	0535	0735
					0755		Ar AMSTERDAM . . . Lv				0105		
							Ar LONDON . . . Lv						
							Ar PARIS . . . Lv						
							Ar NICE . . . Lv						
							Ar MILAN . . . Lv	2145	0040	2115			
		2010	2130										

Fits SK/BE 15-16 operate with V-802 equipment.

Fits KLO06-005 operate with DC-3 equipment.

SK045 # Ex ⑦②	Curtiss	SK046 # Ex ⑦②
1230	Lv OSLO . . . Ar	1030
	GOTHENBURG . . . Lv	0945
	GOTHENBURG . . . Ar	0900
	MALMO . . . Lv	0800
	MALMO . . . Ar	0655
1415	Ar COPENHAGEN . . . Lv	0635

SEABOARD AND WESTERN AIRLINES (SBW)

200 * ③④ ⑥	100 * ③④	204 * ②⑤	104 ①③ ④	100 * ①	100 * ⑦② ⑤⑥	* Constellation ① DC-4 ② C-47	201 * ①②	101 * ①②	105 ②④ ⑤	205 * ③⑥	101 * ③⑥	203 * ④③	101 * ④⑤
1200	0330	1200		0600	0330	Lv NEW YORK . . . Ar	0900	1035		0900	1100	0900	1035
	1945			2215		Ar SHANNON . . . Lv		0230		0030			0230
	2100		0130	2315		Lv SHANNON . . . Ar		0140	0030	2330			0140
						Lv GLASGOW . . . Lv	0030				0215	0030	
0550	2240			0100	2240	Ar LONDON . . . Lv	2230	2345			2345	2230	2345
0645	2335			0155	2335	Lv LONDON . . . Ar	1950	2245			2245	2040	2245
						Ar AMSTERDAM . . . Lv						2030	
	0035			0255	0035	Lv BRUSSELS . . . Lv	1840						2235
		0730	0545			Ar PARIS . . . Lv			2200	2200			
		0830				Lv PARIS . . . Ar				2030		1900	
						HANOVER . . . Lv							
						DUSSELDORF . . . Lv	1900						
						COLOGNE . . . Lv	1850						
						HAMBURG . . . Lv						1800	
1000	0300			0530	0300	Ar FRANKFURT . . . Lv	1800	2155			2155		2155
	0600			1400	0600	Lv FRANKFURT . . . Ar		2120			2120		2120
	0655			1455	0655	Lv NURNBERG . . . Lv		2025			2025		2025
	0800			1600	0800	Lv MUNICH . . . Lv		1920			1920		1920
	0905			1705	0905	Ar STUTTGART . . . Lv		1815			1815		1815
		0900				Ar ZURICH . . . Lv				1900			

SWISSAIR (SR)

704 DC-3 ① ②③ ④⑤	791 ②	793 ⑥	DC-6A	792 ⑤	790 ⑦	705 DC-3 ② ③④ ⑤⑥
			Read Down			
	2200	0130	Lv NEW YORK . . . Ar	0850	2200	
			Ar MANCHESTER . . . Lv	2225	1135	
			Lv MANCHESTER . . . Ar	2135	1045	
			Ar BASLE . . . Lv	1950	0900	
			Lv BASLE . . . Ar	1920	0830	
			Ar GENEVA . . . Lv			
			Lv GENEVA . . . Ar			
			Ar ZURICH . . . Lv	1850	0800	
			Lv ZURICH . . . Ar		2325	
			Ar GENEVA . . . Lv		2235	
2310			Lv ZURICH . . . Ar			0715
2350			Ar BASLE/MULHOUSE . . . Lv			0640
0020			Lv BASLE/MULHOUSE . . . Ar			0610
0300			Ar AMSTERDAM . . . Lv			0340
			Ar STUTTGART . . . Lv			

TRANS-MEDITERRAN AIRWAYS (TMA)

120 ④⑦	108 ②⑧	106 ②⑧	112 ②	114 ②	102 ②	104 ②	Yorks DC-4	101 ④⑦	101 ④⑦	111 ②	113 ②	105 ②⑧	107 ②⑧	119 ④⑦
							Lv FRANKFURT . . . Ar	1530	1530					
							Ar BARCEL . . . Lv	1430	1430					
							Lv BARCEL . . . Ar	1330	1330					
							Ar BILBAO . . . Lv	0900	0900					
							Lv BILBAO . . . Ar	0800	0800					
							Ar BILBAO . . . Lv	0400	0400					
							Lv BILBAO . . . Ar			2100	2100	1430	1330	1600
							Ar BILBAO . . . Lv			1900	1900			
							Lv BILBAO . . . Ar			1800	1800			
							Ar BILBAO . . . Lv			1600	1600			
							Lv BILBAO . . . Ar					1100	1000	
							Ar BILBAO . . . Lv							
							Lv BILBAO . . . Ar							
							Ar BILBAO . . . Lv							
							Lv BILBAO . . . Ar							
							Ar BILBAO . . . Lv							
							Lv BILBAO . . . Ar							
							Ar BILBAO . . . Lv							
							Lv BILBAO . . . Ar							
							Ar BILBAO . . . Lv							
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							Ar BILBAO . . . Lv							
							Lv BILBAO . . . Ar							

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TACA INTERNATIONAL AIR LINES SA

525/ 101 ⑦	401 ⑥	801 ①③ ⑤	801/ 101 ②④	DC-4	400 ①	800 ②④	400 ③⑤	400 ⑦	102 ⑥
	0245	0330	0330	Lv NEW ORLEANS Ar	1820	1710	1900	1920	
0700				Lv MEXICO CITY Ar					1410
	0715			Ar BELIZE Lv			1505		
	0750			Lv BELIZE Ar			1450		
1025	0915	0900	0900	Ar GUATEMALA CITY Lv	1325	1115	1325	1425	1050
1100	1015	1000	1000	Lv GUATEMALA CITY Ar	1310	1045	1310	1410	1030
1145	1100	1045	1045	Ar SAN SALVADOR Lv	1225	1000	1225	1325	0945
1320	1210		1210	Lv SAN SALVADOR Ar	1200		1200	1250	
1415	1305		1305	Ar TEGUCIGALPA Lv	1115		1115	1205	
1435	1330		1330	Lv TEGUCIGALPA Ar	1100		1100	1150	
1530	1425		1425	Ar MANAGUA Lv	1005		1005	1055	
1550	1450		1450	Lv MANAGUA Ar	0950		0950	1040	
1700	1600		1600	Ar SAN JOSE Lv	0840		0840	0930	

TRANS-CANADA (TCA)

909 ① ②③ ④⑤	North Star	910 ① ②③ ④⑤
	Read Down	Read Up
2100	Lv MONTREAL Ar	A1455
2255	Ar TORONTO Lv	A1315
2355	Lv TORONTO Ar	1155
0350	Ar WINNIPEG Lv	0650
0435	Lv WINNIPEG Ar	0605
	-- CALGARY Lv	0150
	-- CALGARY Ar	0120
0730	Ar EDMONTON Ar	
0800	Lv EDMONTON Ar	
1015	Ar VANCOUVER Lv	2200

A-Toronto to Montreal section ③④⑤ only.

TRANS CARIBBEAN AIRWAYS (TRC)

901 ①③	901 ⑥	DC-4	900 ①	900 ③⑤
		Read Down	Read Up	
2400	2200	Lv NEW YORK Ar	0500	0700
0800	0600	Ar SAN JUAN Lv	2100	2300

TRANS WORLD AIRLINES (TW)

DOMESTIC

595 1049H #Ex ⑥⑦	599 1049H #Ex ⑥⑦	591 1649 #Ex ⑥⑦	597 049 #Ex ⑥⑦		594 1049H #Ex ⑥⑦	590 1649 #Ex ⑥⑦	592 1049H #Ex ⑥⑦	599 1049H #Ex ⑥⑦	596 049 #Ex ⑥⑦
				Lv NEWARK Ar		1027			
				Ar NEW YORK (IDL) Lv	0840	1228			
				Lv NEW YORK (IDL) Ar		1220			
2200	2330	2315	0400	Ar PHILADELPHIA Lv				2045	0256
2305				Lv PHILADELPHIA Ar				2000	
0010				Ar PITTSBURGH Lv			1724		
				Lv PITTSBURGH Ar			1610		
				Ar CHICAGO Lv			1455		
				Lv CHICAGO Ar					2300
0144	0150		0620	Ar INDIANAPOLIS Lv					
0245	0310			Lv INDIANAPOLIS Ar					
0352				Ar ST LOUIS Lv			1135		
0515				Lv ST LOUIS Ar			1014		
0529				Ar KANSAS CITY Lv			0805		
0645				Lv KANSAS CITY Ar			0632		
1105		0551		Ar LOS ANGELES Lv		2245	0010		
1230				Lv LOS ANGELES Ar			2309		
1413	0848			Ar SAN FRANCISCO Lv	2030		2120		

TW INTERNATIONAL

980 ④	972 ③	980 ②	972 ⑤	970 ⑥	L-1649A	971 ②	981 ③	973 ④	981 ⑤	973 ⑥
0130	0130	0130	0130	0130	Lv NEW YORK Ar	1000	1020	0835	1205	0260
1710					Ar SHANNON Lv	0235				
1735					Lv SHANNON Ar	0150				
	1800		1830		Ar LONDON Lv			2335		0030
	1930		1930		Lv LONDON Ar			2235		2235
	2125		2125	1955	Ar FRANKFURT Lv	2230		2130		2130
				2125	Lv FRANKFURT Ar	2155				
		1905			Ar PARIS Lv		0045		0230	
2015		2130			Lv PARIS Ar		2315		0105	
2145		2150			Ar GENEVA Lv		2155		2345	
2305		2150			Lv GENEVA Ar		2055		2245	
0005		2250			Ar ZURICH Lv	1950			2150	
				2230	Lv ZURICH Ar	1850			2050	
				0030	Ar MILAN Lv	1745	1945		1945	
				0130	Lv MILAN Ar	1610	1810		1810	
0200		0045		0305	Ar ROME Lv	1430	1630		1630	

Cargo is also carried on passenger flights. Please refer to the OFFICIAL AIRLINE GUIDE for schedules.

TRANSA-CHILE

WHEELER AIRLINES

101 P ② ⑤	C-46	DC-3	102 P ② ⑤
0915	Lv VAL D'OR.....Ar	1630	
1225	Ar GREAT WHALE.....Lv	1320	

C-46									
④	⑦	③ ⑥	⑤	④	Read Down	Read Up	④	①	② ⑤
1500		1000			Lv ARICA.....Ar	1225		1425	
1710		1210			Ar ANTOFAGASTA...Lv	1015		1215	
1755		1255			Lv ANTOFAGASTA...Ar	0930		1130	
2125		1325			Ar SANTIAGO.....Lv	0600		0800	
	0800		0800	0900	Lv SANTIAGO.....Ar	1750		1730	1700
	1100			1200	Ar BARILOCHE.....Lv	1450		1400	
	1145				Lv BARILOCHE.....Ar	1405			
	1750				Ar PUNTA ARENAS...Lv	0900			
			1130		Ar J. FERNANDEZ...Lv			1400	

UNITED AIR LINES (UA)

59# #Ex ⑥ ⑦ ⑧	69# #Ex ⑦ ⑧	63# #Ex ⑥ ⑦ ⑧	75 #Ex ⑥ ⑦ ⑧	67# #Ex ⑥ ⑦ ⑧	71 #Ex ⑥ ⑦ ⑧	73 #Ex ⑥ ⑦ ⑧	65# #Ex ⑥ ⑦ ⑧	61# #Ex ⑥ ⑦ ⑧	53# #	DC-6A DC-7A	* DC-6T + DC-6B	66+ #Ex ⑥ ⑦ ⑧	70 #Ex ⑥ ⑦ ⑧	70 #Ex ⑥ ⑦ ⑧	72 #Ex ⑥ ⑦ ⑧	74 #Ex ⑥ ⑦ ⑧	74 #Ex ⑥ ⑦ ⑧	62# #Ex ⑥ ⑦ ⑧	64# #Ex ⑥ ⑦ ⑧	68# #Ex ⑥ ⑦ ⑧	56# #Ex ⑥ ⑦ ⑧
			2220 2300 0001 0046 0200	2105 2148 2300				1210		Lv BOSTON. Ar		1210				1800				0852 0810 0708 0620 0500	
	0748 0930 0700									Ar HARTFORD/ . . . Lv											
										Lv SPRINGFIELD . . Ar											
										Ar NEW YORK (IDL) . Lv											
										Lv NEW YORK (IDL) . Ar											
										Ar NEW YORK (LGA) . Lv											
										Lv NEW YORK (LGA) . Ar											
										Lv NEWARK. Ar		1105	0942	1115	1720	1700					
										Ar PHILADELPHIA. . Lv									1844 1805	0415	
										Lv PHILADELPHIA. . Ar								1410	1645	0310	
										Ar CLEVELAND . . . Lv		0720	1425	1337	1405	1312				0135	
										Lv CLEVELAND . . . Ar		0605								0025	
										Ar DETROIT Lv										1345	
										Lv DETROIT Ar										1243	
										Ar CHICAGO (MDW) . Lv		0340	0600	1115	0730	1050	1130	1035	1135	2200	
										Lv CHICAGO (MDW) . Ar			0435	0940	0620	0855	1000	0840	0940	0100	
										Ar DENVER Lv											
										Lv DENVER Ar											
										Ar SALT LAKE CITY. Lv											
										Lv SALT LAKE CITY. Ar											
										Ar LOS ANGELES . . Lv											
										Lv LOS ANGELES . . Ar											
										Ar SAN FRANCISCO . Lv											
										Lv SAN FRANCISCO . Ar											
										Ar OAKLAND Lv											
										Lv OAKLAND Ar											
										Ar PORTLAND Lv											
										Lv PORTLAND Ar											
										Ar SEATTLE/TACOMA. Lv											

③ -Holidays
② -Days after holidays

U.A.T. AEROMARITIME (UT-AMA)

VARIG (RG)

966	667	C-46	666	967
⑤	EX ①	Read Down	Read Up	⑥
0612	0300	Lv RIO DE JANEIRO.....Ar	0330	1540
	0430	Ar SAO PAULO.....Lv	0200	
	0500	Lv SAO PAULO.....Ar	0130	
	0800	Ar PORTO ALEGRE, Salgado Filho...Lv	2230	
		-- VITORIA.....		
		-- BELMONTE.....		
		Ar SALVADOR, Ipatanga.....Lv	1040	
		Lv SALVADOR, Ipatanga.....Ar	1010	
		-- ARACAJU, Municipal.....		
		-- PROPRIA.....		
		-- PENEDO.....		
		-- MACEIO, Tab. do Pinto.....		
		Ar RECIFE, Iba. Guar.....Lv	0635	
		Lv RECIFE, Iba. Guar.....Ar	0615	
		-- JOAO PESSOA, Santa Rita.....		
		Ar NATAL, Parnamirim.....Lv	0500	

Varig maintains twenty-one weekly unscheduled round trip cargo flights from POA to SAO/RIO with stopovers in Caxias do Sul, Cruz Alta, Ijuí, Santo Angelo, Xapoco, Carazinho, Passo Fundo, Brechin, Florianopolis, Uniao Vitoria, Curitiba and all Varig stations along the Brazilian coast.

DC-4	UT-755 DC-6	AMA-97 Nord	AMA-93 Nord	AMA-99 Nord	DC-4 NORD 2.502	DC-6	AMA-98 Nord	UT-756 DC-6	AMA-90 Nord	DC-4
⑥	④	①	③	①	Read Down	Read Up	②	⑥	⑤	⑦
1610	1620				Lv PARIS LE BOURGET.....Ar			1000		0040
	1825				Ar NICE.....Lv			0755		
	1910				Lv NICE.....Ar			0655		1650
0005					Ar TRIPOLI.....Lv					1750
0105	⑤				Lv TRIPOLI.....Ar					
0730	0320				Ar FORT-LAMY.....Lv			2225		
	0430				Lv FORT-LAMY.....Ar			2110	1800	0930
					-- MOUNDOU.....Lv				1635	
					-- MOUNDOU.....Ar				1555	
					Ar N'GAOUNDERE.....					
					Lv N'GAOUNDERE.....					
					-- BANGUI.....Lv			1730	1355	
					Ar DOUALA.....Lv			1830		
					Lv DOUALA.....Ar					
					Ar LIBREVILLE.....					
					Lv LIBREVILLE.....					
					Ar FORT-GENTIL.....					
					Lv BRAZZAVILLE.....			1355		
					Ar POINTE-NOIRE.....					

*Every other week.

EXPLANATION OF CODES AND SYMBOLS

- X -Daily
- ① -Monday
- ② -Tuesday
- ③ -Wednesday
- ④ -Thursday
- ⑤ -Friday
- ⑥ -Saturday
- ⑦ -Sunday
- Ex-Except
- P -Combination Passenger/Cargo
- Flights with Max. Cargo capacity.
- Ar-Arrival
- Lv-Departure
- f -Optional Landing (flag stop)
- X -Technical Landing
- -Service Temporarily Suspended

CARRIER	MAXIMUM FLOOR BEARING WEIGHT PER PIECE (Pounds Per Square Foot) By Carriers and Types of Aircraft																				ALL-CARGO				
	Boeing Stratocruiser	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Boeing 707-720	Curtiss C-46	Curtiss C-46R-5	Douglas C-54	Douglas DC-6A	Lockheed Super Const. 1040-16/9A
AA	150																								
AL																									
ASA																									
ALITALIA																									
AF	150																								
BL																									
BN	150																								
BOAC	150	75																							
CA																									
CO	150																								
CN																									
CPA		75																							
CU																									
DL																									
EA																									
ELAL		150																							
EM	150																								
FL																									
FTL																									
JAL																									
KLM																									
LX																									
LC																									
MO																									
NA																									
NE																									
NO																									
NW																									
NY																									
OZ																									
PC																									
PAA/FG	100	150																							
PI																									
QEA	150																								
RID																									
SAB	150																								
SAS																									
SBW																									
SO																									
SR																									
TACA																									
TCA																									
TRC																									
TT																									
TW	150																								
UA	150																								
WA	150																								
WC																									

Douglas DC-7F
Lockheed Const. 749H

200

200

100

AIR CARGO

CARRIER	Maximum WEIGHT in Pounds (per piece) which will be accepted WITHOUT ADVANCE ARRANGEMENT, by Carriers and by types of Aircraft																				ALL-CARGO									
	Boeing Stratocruiser	Boeing 707-720	Britannia	Canadair North Star	Consolidated Convair	Convair 440	Douglas DC-3	Douglas DC-4	Douglas DC-6	DC-6A (combination)	Douglas DC-6B	Douglas DC-7	Douglas DC-7C	Douglas DC-8	Fairchild F-27	Lockheed Constellation	Lockheed Electra	Lockheed Super Constellation	Martin	Sikorsky S-55	Vertol 44	Vickers Viscount	Curtiss C-46	Curtiss C-46B-5	Douglas C-54	Douglas DC-6A	Lockheed Speedoak	Lockheed Super Const. 1049-1649A	Douglas DC-7F	Lockheed Const. 749H
AA.....	See U.S. and Canadian City Directory																													
AL.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--
ASA.....	--	--	--	--	--	--	--	600	2000	2000	--	--	--	--	--	--	--	--	--	--	--	--	2000	--	--	--	--	--	--	--
ALITALIA	--	--	--	--	--	--	--	--	600	--	600	--	600	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--
AF.....	--	600	--	--	--	--	--	--	--	--	--	--	--	--	1100	--	1100	--	--	--	--	--	--	--	--	--	--	--	--	--
BL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
BN.....	--	500	--	--	500	--	200	--	200	--	--	--	200	--	--	200	200	--	--	--	--	--	200	2000	--	--	6000	--	--	--
BOAC.....	--	600	600	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2000
CA.....	--	--	--	--	--	--	200	250	--	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--
CO.....	--	500	--	--	--	--	200	--	200	--	200	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
CN.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
CPA.....	See U.S. and Canadian City Directory																													
CU.....	--	--	600	--	--	--	200	--	--	--	--	--	--	--	--	600	--	--	--	--	--	200	5000	--	--	--	--	--	--	--
DL.....	--	--	--	--	400	200	200	--	400	--	--	250	--	200	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	--	--
EA.....	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	200	200	200	200	--	--	--	--	--	--	--	--	4000	--	--
ELAL.....	--	--	1000	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
EM.....	--	--	--	--	--	--	250	--	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	500	--	--
FL.....	See U.S. and Canadian City Directory																													
FTL.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	--	--	10000	--	--
HAL.....	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
JAL.....	--	--	--	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	600	500	--	--	--
KLM.....	See U.S. and Canadian City Directory																													
LX.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--
LC.....	--	--	--	--	150	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
MO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NA.....	--	--	--	--	400	--	--	--	400	--	200	200	--	200	--	--	200	200	--	--	--	--	--	--	--	--	--	6000	--	--
NE.....	--	--	--	--	--	200	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--
NO.....	--	--	--	--	200	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
NV.....	--	--	--	--	--	--	--	--	200	200	--	200	300	--	--	200	--	--	--	--	--	--	--	--	--	2000	--	--	--	--
NY.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--
OZ.....	See U.S. and Canadian City Directory																													
PC.....	--	--	--	--	--	200	--	--	--	--	--	--	--	200	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--
PAA/PG..	600	600	--	--	--	--	--	--	--	600	600	600	600	--	--	--	--	--	--	--	--	--	--	--	5000	6000	--	--	300	--
PI.....	--	--	--	--	--	100	--	--	--	--	--	--	--	100	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
QRA.....	--	600	--	--	--	--	250	--	--	--	--	--	--	--	--	--	200	250	--	--	--	--	--	--	--	--	--	--	--	500
RID.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	6000	--	10000	--	--	--	--	--	--
SAB.....	--	600	--	--	--	--	--	440	--	440	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SAS.....	--	--	--	--	--	--	--	600	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
SEW.....	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	5000	--	6000	--	--	6000	--	--	--
SO.....	See U.S. and Canadian City Directory																													
SW.....	--	--	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	6000	6000	--	--	--	--
TACA.....	--	--	--	--	--	--	450	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
YCA.....	--	--	--	200	--	--	200	--	--	--	--	--	--	--	--	--	200	--	--	--	--	200	--	--	--	--	--	--	--	--
TBC.....	--	--	--	--	--	--	--	--	--	600	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4000	--	--	--	--
TT.....	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
TV.....	--	400	--	--	--	400	--	--	--	--	--	--	--	--	250	--	250	400	--	--	--	--	--	--	--	--	--	4000	--	--
UA.....	--	200	--	--	400	--	--	--	400	--	200	200	--	200	--	--	--	--	--	--	--	--	--	--	--	6000	--	--	6000	--
VA.....	--	200	--	--	200	--	--	--	--	200	--	--	--	--	--	--	200	--	--	--	--	--	--	--	--	--	--	--	--	--
VC.....	--	--	--	--	--	150	--	--	--	--	--	--	--	150	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

AIR CARGO

SCHEDULED AIRLINES DECODING

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
AA	AA	001	American Airlines, Inc.
AAJ	JE	135	Arab Airways (Jerusalem) Ltd.
ACA	AK	151	Alaska Coastal Airlines
ABR	AB	042	Empresa de Transportes Aereos Brasil, S.A.
AD	AD	103	Aden Airways Limited
AERONAVES	AM	139	Aerovias de Mexico, S.A.
AET	IN	052	Aerlinne Eireann Tte-Irish International Airlines
AF	AF	057	Air France
AFI	SU	098	Aeroflot
AI	AI	098	Air India International
AIRCEY	AE	104	Air Caylen Limited
AJ	AK	148	Air Jordan
AKK	KK	224	Air Kruse (Ken), Ltd.
AL	AL	037	Allegheny Airlines, Inc.
ALG	AL	124	Air Algerie
ALT	EL	053	Aer Lingus Teoranta - Irish International Air Lines
ANA	AN	090	Ansett Airways Pty., Ltd.
ANSETT	AP	152	Ansett Australian National
APA	HP	123	Aerovias Panama
AQU	AQ	112	Aquila Airways Limited
ARG	AR	044	Aerolineas Argentinas
ARIANA	FG	255	Ariane Afghan Airlines, Ltd.
ASA	AS	027	Alaska Airlines, Inc.
ASAI	AT	147	Aerovias Sud Americanas
ATM	AT	147	Compagnie Nationale de Transportes Aeriens
ATSA	TZ	141	Aero Transportes, S.A.
AVENSA	VE	128	Aerovias Venezolanas, S.A.
AVIACO	AO	110	Aviacion y Comercio, S.A.
AVN	AC	134	Aerovias Nacionales de Colombia, S.A.
AW	AW	121	Airwork Limited
AZ	AZ	055	ALITALIA - Linee Aeree Italiane
BAHAMAS	BH	116	Bahamas Airways, Ltd.
BAT	BE	060	Butler Air Transport Pty., Ltd.
BEA	BE	060	British European Airways Corp.
BGAL	BK	137	British Guiana Airways, Ltd.
BKS	BK	137	BKS Air Transport, Ltd.
BL	BN	002	Bonanza Air Lines, Inc.
BOAC	BA	061	British Overseas Airways Corp.
BRITAVIA	BT	225	Britavia, Limited
BWIA	BA	106	British West Indian Airways, Ltd.
CA	CA	013	Capitol Airlines, Inc.
CAA	CE	013	Central African Airways Corp.
CAS	CS	138	Cambridge Airways, Ltd.
CAT	CT	129	Civil Air Transport
CATHAY	CX	160	Cathay Pacific Airways, Ltd.
CAUSA	CU	136	Compania Aeronautica Uruguay, S.A.
CD	CD	113	Caribbean Atlantic Airlines, Inc.
CDAA	DO	113	Compania Dominicana de Aviacion, S.A.
CH	CH	021	Chicago Helicopter Airways, Inc.
CIA	CI	231	Caribbean International Airways, Ltd.
CINTA	CI	231	Cinto Chilean Airlines
CMA	CM	132	Compania Mexicana de Aviacion, S.A.
CN	CN	018	Central Airlines, Inc.
CO	CO	005	Continental Air Lines, Inc.
COA	CD	320	Cordova Airlines, Inc.
COMAIR	CR	161	Commercial Air Service Pty., Ltd.
CONN	NN	166	Connellan Airways, Ltd.
COPA	CM	230	Compania Panamena de Aviacion, S.A.
CPA	CP	049	Canadian Pacific Airlines, Inc.
CRUZEIRO	SC	049	Servicos Aereos Cruzeiro do Sul
CSA	OK	064	Ceskoslovenske Aerolinie
CUBANA	CU	136	Compania Cubana de Aviacion, S.A.
CYP	CY	048	Cyprus Airways, Ltd.
DA	DA	226	Dragon Airways, Ltd.
DERBY	DE	018	Derby Aviation, Ltd.
DETA	TM	068	Divisao de Exploracao dos Transportes Aereos "DETA"
DL	DL	006	Delta Air Lines, Inc.
DTA	DT	118	Divisao de Exploracao dos Transportes Aereos
EA	EA	007	Eastern Air Lines, Inc.
EC	EC	094	East African Airways Corp.
EGL	EGL	232	Eagle Airways of Britain
EL AL	LY	114	El Al Israel Airlines, Ltd.
ES	ES	169	Ellis Air Lines
ETHIOPIAN	ET	071	Ethiopian Air Lines
EWA	EW	163	East-West Airlines, Ltd.
FAUCETT	CF	163	Companie de Aviacion "FAUCETT", S.A.
FINNAIR	AY	105	Aero O/Y (Finnair)
FL	FL	028	Frontier Airlines, Inc.
FLUG	FL	108	Flugflog Islands, H.F. (Iceland Airways, Ltd.)
FT	FT	023	Flying Tiger Lines, Inc.
GAL	AG	040	Gulf Airlines, Ltd.
GAM	GF	126	Gambia Airlines, Ltd.
GIA	GA	126	Garuda Indonesian Airways, Ltd.
GIBAIR	GT	171	Gibraltar Airways, Ltd.
GU	GU	171	Empress Guatemalteca de Aviacion
HAI	HA	173	Hawaiian Airlines, Ltd.
HCA	HC	122	Huntling-Cian Air Transport, Ltd.
HKA	HK	054	Hong Kong Airways, Ltd.
IA	IA	073	Iraqi Airways
IAC	IC	058, 093	Indian Airlines Corporation
IB	IB	075	Iberia, Cia. Mercantil Anonima de Lineas Aereas
IAL	LL	278	Icelandic Airlines
INI	IP	096	INI & CIA, S.A.
IRA	IP	131	Iranian Airways
JAL	JA	115	Japan Air Lines Company, Ltd.
JAT	YU	115	Jugoslavenski Aerotransport (JAT)
JST	JY	130	Jersey Airlines
KA	KL	229	Kuwait Airways
KL	KL	074	K.L.M. Royal Dutch Airlines
KNA	KN	222	Korean National Airlines
LAB	LB	051	Lloyd Aereo Boliviano

Official Airwaybill Abbreviation	Reservations Code	Air Waybill Number Prefix	Decoding
LACSA	LR	026-80, 133	Lineas Aereas Costarricenses, S.A.
LAD	LD	177	Lineas Aereas del Estado
LAN	LA	045	Lineas Aereas Nacionales
LAP	NI	176	Lineas Aereas de Nicaragua, S.A.
LAV	LV	046	Linea Aeropostal Venezolana
LCA	LC	020	Lake Central Airlines
LH	LH	220	Deutsche Lufthansa Aktiengesellschaft
LIN	LF	247	Linea Aerea del Ecuador
LLC	CC	223	Lloyd Aereo Colombiano
LN	LN	067	Linea Aerea Nacional, S.A.
LOT	LO	080	Polish State Airlines LOT
LX	LX	325	Los Angeles Airways, Inc.
MAL	ML	127	Malayan Airways, Ltd.
MAL	MA	182	Hungarian Air Transport-MAL
MAR	MR	022	Maritime Central Airways
ME	ME	076	Middle East Airlines Co.
MK	MK	213	Mackay Airlines, Inc.
MM	MM	181	MacRobertson-Miller Airlines, Ltd.
MN	MN	210	Manx Airlines Limited
MO	MO	034	Mohawk Airlines, Inc.
MOS	MT	216	Moscow Air Services Limited
MS	MS	077	Mirair, SAE
NACIONAL	NA	208	Transportes Aereos Nacionales, Ltd.
NA	NA	010	National Airlines, Inc.
NC	NC	184	Northern Consolidated Airlines, Inc.
NE	NE	011	Northeast Airlines, Inc.
NO	NO	032	North Central Airlines, Inc.
NW	NW	012	Northwest Airlines, Inc.
NY	NY	332	New York Airways, Inc.
NZ	NZ	078	New Zealand National Airways Corp.
OA	OA	050	Olympic Airways, S.A.
OAS	OL	215	Oleary Air Service, Ltd.
OZ	OZ	041	Osark Air Lines, Inc.
PAA	PA	020	Pan American World Airways System
PAB	PB	111	Panair de Brasil, S.A.
PAL	PR	079	Philippine Airlines
PANAGRA	PQ	109	Pan American-Grace Airways, Inc.
PI	PI	030	Piedmont Aviation, Inc.
PIA	PK	214	Pakistan International Airlines
PLUNA	PU	030	Primera Linea Uruguaya de Navegacion Aerea
PC	PC	031	Pacific Air Lines
PN	PN	031	Pacific Northern Airlines, Inc.
QAL	QE	189	Quebecair, Inc.
QAT	QA	081	Queen Charlotte Airlines, Ltd.
QEA	EQ	081	Qantas Empire Airways, Ltd.
QF	QF	143	Qantas Airways, Ltd.
QAL	RC	223	Royal Air Cambodge
RAL	RA	321	Resort Airlines, Inc.
RANSA	RN	218	Rutas Aereas Nacionales, S.A.
REAL	RE	153	Real S/A-Transportes Aereos
REEF	BR	153	Ansett Flying Boat Services Pty., Ltd.
REVE	RE	153	Reeve Aleutian Airways, Inc.
RD	RD	083	Riddle Airlines, Inc.
SA	SA	083	South African Airways
SAB	SN	082	Societe Anonyme Belge d'Exploitation de la Navigation Aerienn
SAFE	BU	274	Braathens Selskabet for Lufttrafik
SAHSA	SH	274	Servicio Aereo de Honduras, S.A.
SAM	SK	117	Sociedad Aeronautica Medellin, S.A.
SAS	SK	117	Scandinavian Airlines System
SATA	SP	219	Sociedade Aeronautica de Transportes Aereos, Ltd.
SBW	SB	219	Seaboard & Western Airlines, Inc.
SBL	VF	221	Silver City Airways, Ltd.
SDI	SL	042	Saudi Arabian Airlines
SI	SI	042	Scottish Airlines
SL	SL	042	Slick Airways, Inc.
SO	SO	038	Southern Airways, Inc.
SR	SR	085	Swiss Air Transport Co., Ltd.
STAE	ST	198	Societe de Transportes Aeriens en Extram-Orient
SUDAN	SD	200	Sudan Airways
SYRIAN	SN	200	Syrian Airways Company
TAA	TN	102	Trans-Australia Airlines
TABSO	LZ	196	Transport Aerien Civil Bulgare-TABSO
TACA	TA	202	TACA International Airlines, S.A.
TACAV	TV	175	Lineas Aereas TACA de Venezuela
TAL	TI	119	Compagnie de Transportes Aeriens Intercontinentales
TAP	IP	047	Transportes Aereos De India Portuguesa
TALOA	TL	208	Transoceanic Airlines
TAN	TX	208	Transportes Aereos Nacionales, S.A.
TAP	TP	047	Transportes Aereos Portugueses, S.A.
TCA	TC	014	Trans-Canada Air Lines
TEAL	TE	086	Tasman Empire Airways Limited
THAI	TH	203	Thai Airways Co., Ltd.
THY	TK	235	Turk Hava Yolları
TPA	TS	267	Trans-Pacific Airlines, Ltd.
TSA	TO	254	Transcontinental, S.A.
TRC	TR	254	Trans Caribbean Airways
TT	TT	033	Trans-Texas Airways
TU	TU	199	Societe Tunisienne de l'Air (Tunis Air)
TW	TW	015	Trans World Airlines, Inc.
UA	UA	016	United Air Lines, Inc.
UAT	UT	125	Union Aeronautique de Transport
URA	UB	209	Union of Burma Airways
VARIG	VC	042	Empresa de Viacao Aerea Rio Grandense
VASP	VP	120	Viacao Aereo Sao Paulo, S.A.
VNA	VN	120	Vietnam Air
WAA	WT	087	West African Airways Corporation
WA	WA	017	Western Air Lines, Inc.
WC	WE	025	Western Air Lines, Inc.
WEN	WE	212	Wien Alaska Airlines
YR	YR	042	Soc. de Transporturi Aeriene Romane-Societate